

January 2019 spotlight



Andy Ritchie / Terry Martin

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Chelmsford MC
PRESTON RALLY

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Volume 10 : Issue 1 : January 2019 : Maurice Ellison

Chairman's Chat

Sorry but it's that old chestnut, competition numbers. On the Grizedale Stages there were the small numbers on the doors which are fine but of no use for reading at speed by the radio crews. The alternative is to have numbers of a given size of yellow or orange which can be reflective and shall be at the top of the rear side windows, ref. 6.1.3b. Unfortunately the numbers used were tall and narrow and not reflective so recording them wasn't easy given the distance the radio crews have to park from the track and the often gloomy weather. This situation was made significantly worse where some numbers were not clear on the rear side windows but were sometimes part on the window, part on the 'C' pillar and one car even had them on the back window. Some people might think what does it matter, well it does from the point of safety as the radio crews track the cars so that the organisers know where the cars are particularly if they stop or, worse, go off. The solution is easy, the crews use the correct numbers and put them in the correct place and the scrutineers check them in accordance with 6.1.4.

So rant over, it's Christmas. I would like to thank everyone involved in SD34 MSG, all our contributors to '**spotlight**' and huge thanks to Maurice for putting it together an excellent issue every month.

Wishing you all a Happy New Year and a safe and successful 2019 motorsport season.

Les Fragle,
Chairman/Secretary,
SD(34) Motor Sport Group

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Comprising the following 11 Clubs



Blackpool South Shore Motor Club
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Chester Motor Club
www.chestermotorclub.co.uk



Clitheroe & District Motor Club
www.clitheroedmc.co.uk



Ecurie Royal Oak Motor Club
www.eromc.co.uk



Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk



Garstang & Preston MC
www.gpmc.co.uk



High Moor Motor Club
www.hmmc.co.uk



Preston Motorsport Club
www.facebook.com/prestonmotorsportclub



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
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Wallasey Motor Club
www.wallaseymc.com

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Contact either Les Fragle, Maurice Ellison
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SD34MSG

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2018 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	1528	1	1
Bolton-le-Moors CC	1218	2	2
U17MC-NW	1196	3	3
Liverpool MC	954	4	4
Warrington & DMC	575	5	6
Preston MC	522	6	7
Wigan & DMC	494	7	8
Garstang & Preston MC	318	8	11
Division B		Position	
Club	Points	Div	O/A
Airedale & Pennine MCC	426	1	9
Accrington MSC	401	2	10
Blackpool South Shore MC	287	3	12
Pendle & DMC	274	4	13
Matlock MC	222	5	14
Stockport 061 MC	156	6	15
Wallasey MC	151	7	16
Manx AS	128	8	=17
Division C		Position	
Club	Points	Div	O/A
Longton & DMC	848	1	5
Lancashire A.C.	128	2	=17
Knowl Dale CC	101	3	19
High Moor MC	30	4	20
Hexham & DMC	29	5	21
CSMA (NW)	19	6	22
Lightning MSC	10	7	23
Mull CC	0	=8	=24
2300	0	=8	=24
Motor Sport North West	0	=8	=24

Updated 21st December 2018

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Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
= 1	Andrew Morris	C	211	Clitheroe	Y
= 1	Calvin Woods	A	211	WiDMC	Y
3	James Swallow	D	185	BLMCC	Y
4	Brandon Smith	D	136	Clitheroe	Y
5	George Merrills	C	79	S061MC	Y
6	Steve Johnson		78	U17MC	Y
7	Geoff Simpson	D	0	Pendle	Y
= 8	Peter Sharples	B	27	PMC	
= 8	Steve Kenyon		27	G&PMC	
= 8	Robert Jones	C	27	G&PMC	
= 11	Mick Tomlinson	D	26	PDMC	
= 11	Peter Jackson	D	26	G&PMC	
= 11	Adrian Melling	A	26	Wigan	

O/A	Co-Driver	Class	Pts	Club	
1	Chloe Thomas	C	210	Clitheroe	Y
2	Conner Aspey	A	209	WiDMC	Y
3	Lauren Hewitt	A	185	Wigan	Y
4	Terry Martin	D	107	Clitheroe	Y
5	Steve Butler	A	78	Clitheroe	Y
6	Bruce Lindsey		53	PDMC	Y
7	Phil Merrills		26	S061MC	Y
= 8	Louis Baines		27	PMC	
= 8	Matt Broadbent		27	Clitheroe	
= 8	Kris Coombes		27	PMC	
= 8	Sam Coombes		27	PMC	
= 8	John Knight		27	G&PMC	
12	Karen Whittham		26	G&PMC	

Now Final

Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
1	Matt Flynn	E	83	Clitheroe	6
2	Stephen Holmes	N	65	Clitheroe	6
3	Tony Harrison	E	61	Clitheroe	6
4	Dan Sedgwick	E	58	Clitheroe	5
5	Kris Coombes	E	54	PMC	5
6	Steve Flynn	S/E	50	Clitheroe	6
7	Chris Hewlett	N	49	Clitheroe	6
8	Dan Fox	N	42	Clitheroe	4
9	Mark Johnson	E	41	Clitheroe	5
10	Ian Swallow	N	40	BLMCC	6
11	Mark Standen	E	39	G&PMC	4
12	Dominic McTear	E	38	Clitheroe	4
13	Paul Pendleton	N	33	Clitheroe	5
= 14	Jem Dale	E	29	G&PMC	3
= 14	Mark Dixon	S/E	29	Clitheroe	4
16	Charles Andrews	N	20	PMC	2
17	Pete Sharples	N	17	PMC	3
18	James Taylor	E	16	Clitheroe	2
19	Phil Shaw	N	9	Clitheroe	1
20	Andy Williams	N	4	U17MC	2
21	Russell Starkie	N	3	Clitheroe	1

O/A	Navigator	Class	Pts	Club	Rds
1	Rob Jones	E	72	Clitheroe	6
2	Sam Ambler	E	55	Clitheroe	5
3	Ben Holmes	N	51	Clitheroe	6
4	Louis Baines	E	50	PMC	5
5	Grace Pedley	N	45	Clitheroe	6
= 6	Matt Hewlett	N	38	Clitheroe	6
= 6	Stephen Butler	E	38	Clitheroe	6
8	Jonathon Webb	E	36	Hexham	4
9	Leah Brown	N	35	Clitheroe	4
= 10	Matt Broadbent	E	32	Clitheroe	4
= 10	Ian Graham	E	29	Clitheroe	5
12	Paul Taylor	E	28	Clitheroe	3
13	James Swallow	N	23	BLMCC	5
= 14	James Chaplin	E	18	G&PMC	2
= 14	Harris Holgate	N	17	Clitheroe	3
16	Steve Frost	E	16	G&PMC	2
17	Elliott Shaw	N	11	Clitheroe	2
18	Sam Coombes	N	8	PMC	1
19	Lauren Cook	N	4	U17MC	2

Now Final

Individual Championship

O/A	Competitor	pts	Q	Club
1	Nigel Fox	160	Y	Clitheroe
2	Andy Williams	147	Y	U17MC
3	Steve Johnson	130	Y	U17MC
4	Stephen Holmes	124	Y	Clitheroe
5	Rob Jones	108	Y	Clitheroe
6	Lauren Hewett	90	Y	Wigan
7	Louis Baines	85	Y	PMC
8	Calvin Woods	80	Y	Wigan0
= 9	Ben Holmes	75	Y	Clitheroe
= 9	Lauren Crook	75	Y	U17MC
11	Kris Coombes	63	Y	PMC
12	Steve Smith	58	Y	Accrington
13	Tony Harrison	53	Y	Clitheroe
= 14	Steve Butler	48	Y	Clitheroe
= 14	Martin Fox	48	Y	Wigan
16	Chris Hewlett	41	Y	Clitheroe
17	Charles Andrews	38	Y	PMC
= 18	Dan Sedgwick	36	Y	Clitheroe
= 18	Peter Sharples	36	Y	PMC
= 20	Sam Ambler	32	Y	Clitheroe
= 20	Sam Coombes	32	Y	PMC
= 22	Mark Johnson	27	Y	Clitheroe
= 22	Matt Broadbent	27	Y	Clitheroe
= 24	Michael Tomlinson	24	Y	Pendle
25	Steve Price	14	Y	Clitheroe
26	Steve Kenyon	13	Y	G&PMC
27	Elliott Shaw	7	Y	Clitheroe



MOTOR SPORT GROUP

Non Race/Rally Championship

O/A		Class	Score	Club
1	Jamie Foster	B	85.24	U17MC
2	Warren Nichols	A	85.04	BLMCC
3	Andy Williams	A	83.96	U17MC
4	James Williams		82.52	U17MC
5	Stephen Holmes	A	81.84	Clitheroe
6	Scott McMahon	A	80.68	U17MC
7	Steve Johnson		80.46	U17MC
8	Phil Clegg	E	80.16	AMSC
9	Jason Crook	E	80.08	U17MC
10	Chris McMahon	A	80.01	U17MC
11	Lauren Crook	C	78.56	U17MC
12	Dave Graves	B	76.61	Bolton
13	Steve Smith	A	63.75	Accrington
14	Ben Holmes	A	31.12	Clitheroe
15	Louis Baines	E	30.30	PMC
16	Sam Coombes	A	28.66	PMC
17	Steve Price	A/E	27.77	Clitheroe
18	Peter Sharples	A/E	27.44	PMC
DNQ	David Robinson	B	21.49	U17MC
DNQ	Martin Fox		20.13	Wigan
DNQ	Kris Coombes	E	19.99	PMC
DNQ	David Goodlad	E	1.00	Bolton

Following A&PMMC Rock & Heifer (9th December)

U18 Championship

O/A	Competitor	pts	Club
1	Matthew Nichols	119	BLMCC
2	Alexander Baron	68	AMSC
= 3	James Robinson	20	U17MC
= 3	Elliott Shaw	20	CDMC

Now Final

Sprint & Hillclimb Championship

O/A	Competitor	Score	Class	Club
1	Nigel Fox	84.47	2	Clitheroe
2	R.Thorpe	82.58	1b	Liverpool
3	S.Wilson	80.85	2	Longton
4	David Goodlad	80.69	S	Bolton
5	J. Wadsworth	80.38	S	Lancs AC
6	Rob Holt	80.14	3	Liverpool
7	C. Duncalf	80.12	3	Liverpool
8	W.Campion	76.48	1c	Liverpool
9	Nigel Trundle	70.29	1b	G&PMC
10	J.Early	56.77	1b	Longton
11	S. Norton	56.60	3	Longton
12	J. Pinder	50.40	1b	A&PMMC
13	Steve Price	47.86	1a/b	Clitheroe
14	D. Welton	47.35	3	Longton
15	M. Tomlinson	27.49	5	Pendle
16	J.Wright	20.47	2	Pendle
17	R. Hargreaves	20.10	3	Pendle
18	S. Nicholson	19.31	2	Pendle
19	David Robinson	9.75	S	U17MC

Now Final

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Maurice Ellison	317	Clitheroe	Y
2	Amanda Baron	197	AMSC	Y
3	Tracey Smith	177	AMSC	Y
4	Sean Robertson	117	Liverpool	Y
= 5	Robert O'Brian	87	Warrington	Y
= 5	William O'Brian	87	Warrington	Y
7	Barry Wilkinson	84	Pendle	Y
8	Bill Gray	81	Liverpool	Y
9	David Hunt	74	Liverpool	Y
= 10	John Harden	67	Liverpool	Y
= 10	Steve Smith	67	AMSC	Y
= 10	Geoff Main	67	Liverpool	Y
13	Les Fragle	64	G&PMC	Y
= 14	Alan Shaw	60	Pendle	Y
= 14	Dave Barratt	60	Accrington	Y
16	Les Eltringham	50	Pendle	Y
= 17	Rod Brereton	40	Pendle	Y
= 17	Ian Mills	40	Pendle	Y
= 17	Peter Wright	40	Pendle	Y
= 17	Colin Baines	40	PMC	Y
= 17	Danny Cookson	40	PMC	Y
= 17	Kris Coombes	40	PMC	Y
= 17	Sam Coombes	40	PMC	Y
= 17	Jamie Elwell	40	PMC	Y
= 17	Terry May	40	PMC	Y
= 26	Paul Flynn	30	Clitheroe	Y
= 26	Stephen Holmes	30	Clitheroe	Y
= 26	Steve Lewis	30	Clitheroe	Y
= 26	Kim Coombes	30	PMC	Y
= 26	George Postlethwaite	30	PMC	Y
= 26	Joe Ring	30	PMC	Y
= 26	Louis Baines	30	PMC	Y
= 26	Lee Birkenhead	30	PMC	Y
= 26	Robert Grimshaw	30	PMC	Y
= 26	Peter Sharples	30	PMC	Y
= 26	Craig Shooter	30	PMC	Y
37	Alexander Baron	27	AMSC	Y
= 38	Chris Hewlett	20	Clitheroe	Y
= 38	Phil Shaw	20	Clitheroe	Y
= 38	Jez Turner	20	Clitheroe	Y
= 38	Amanda Anderson	20	U17MC	Y
= 38	Ian Farnworth	20	G&PMC	Y
= 38	Steve Kenyon	20	G&PMC	Y
= 38	Peter Schofield	20	Pendle	Y
= 38	Peter Wilkinson	20	Pendle	Y
= 38	Tim Millington	20	Warrington	Y
= 38	Ben Coombes	20	PMC	Y

122 Marshals have Claimed points
47 marshals have Qualified

Last updated 13th November

2019 SD34MSG Under 18 Championship Registration Form

Name

Address

..... Post Code

e-mail Tel No Home

Mobile SD34 Nominated Club (1 only)

Age on 1st January 2019 DOB

Competitor Signature Date

Please register me for the SD34MSG Under 18 Championship. I agree to abide by the championship regulations. I understand that the information contained on this sheet will be held on computer, but will be for SD34MSG use only. (There is no fee due for this championship.)

Parent Name

Parent Signature Date

Parent Information (If different to above) Address

..... Post Code

e-mail Tel No Home

Mobile

General Data Protection Regulation 2018. Under the data protection regulations (the GDPR), which came into force on 25 May 2018, we have to ask your permission to hold data about you as per the Groups Data Protection Policy. NOTE: We cannot assume your permission; it has to be given to us explicitly. If we don't get this consent we cannot communicate with you. Therefore by signing the above Championship Registration form you give your full consent and authority for SD34MSG to contact you via email, telephone and/or letter for the purpose of keeping you informed with activities, events and for social purposes so long as I you are a registered Championship contender. You also understand that you may withdraw your consent at any time by contacting the Groups Data Protection Officer, who is the SD34 MSG Secretary (secretary@sd34msg.org.uk), and is also the data controller for the purpose of GDPR and the Data Protection Act 2018. Our address is:- SD34MSG, c/o 6 Thistleton Road, Thistleton, Preston PR4 3XA. The SD34 MSG GDPR Privacy Statement can be viewed on the Groups Web Site. @ <http://sd34msg.org.uk/> Please return the completed form to the championship compiler. This can be done by post or by completing the form, print off, sign, scan and then e-mail to championship compiler. Address information at bottom of page.

SD34MSG Under 18 Championship Regulations

The SD34MSG "Under 18 Championship" shall allow any member of an SD34MSG club, who is under the age of 18 on the first day in the championship year (this will normally be 1st January in any year) to compete for the championship in any discipline of motorsport which allows their participation at an age of under 18 as defined in the current Motorsport UK Bluebook. As this will be a multi discipline championship then all Under 18 Championship qualifying competitors wishing to be considered for the championship must register for the Under 18 Championship separately to the normal champion-ships. This will not exclude them from registering for the normal SD34MSG championship as well. (Entry to this championship shall be free and points will be awarded from the date of first registration.)

Scoring

For championships which work out overall positions by Index of Performance (as per the Motorsport UK Blue Book rules) the Under 18 registered competitor with the best index in the event will be awarded one point for each under 18 championship contender, or 10 points whichever is the higher, and second placed one point less, etc. i.e The 2nd best index 1 point less, 3rd best index 2 points less and so on till all eligible registered Under 18 competitors have been awarded their points.

For Championship events which work out overall position by means of the least actual time lost (or time and fails system) then the Registered Under 18 competitor with the best overall position will be awarded one point for each under 18 championship contender, or 10 points whichever is the higher, and second placed one point less, etc. i.e The 2nd best overall position 1 point less, 3rd best overall position 2 points less and so on till all eligible registered Under 18 competitors have been awarded their points.

Some championship events may well have eligible competitors in both the driving and navigating positions and therefore I would envisage that points be awarded to both Drivers and Navigators separately according to their overall position either as navigators or drivers. There will be no distinction between drivers or navigators for the overall awards.

Registered competitors may also score 5 points on two separate occasions by marshalling on any SD34MSG championship event. One of these must be for marshalling on an SD34 Championship event other than one run by their own club. If the event is run/co-promoted by more than one club and one of these clubs is their own club this will not count as another club for marshalling points. You must claim these points directly with the championship compiler within 1 (one) month of the event taking place stating which event you marshalled on.

The REGISTERED Under 18 competitor with the highest score at the end of the championship year, from any discipline or multiple disciplines, would be the Overall Under 18 Champion. Next highest score 2nd Overall and third highest score 3rd Overall. It must be stressed that an Under 18 Championship contender must notify the Championship compiler of their taking part in a particular eligible event within 1 (one) month of the event taking place. (This can be easily done by e-mail just stating which event and its date.)

The event organisers must supply a complete set of results and entry list with clubs entered under to the Under 18 compiler so that points can be awarded accordingly. These must be notified as soon as the results become available and no longer than three weeks after the date that the results become official.

Please note all our (SD34MSG) Competitions are "Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and any supplementary Regulations.

Under 18 Championship Compiler:- Alan Shaw 31 Appleby Drive, Barrowford, NELSON, Lancashire, BB9 6EX. Tel No 01282 602195 e-mail address shawalan555@gmail.com

2019 SD34MSG Championship Registration Form

Please register me for the SD34 Championships indicated below.

By submitting this form and paying the registration fee I agree to abide by the Championship rules and regulations, which can be found on the SD34MSG website at www.sd34msg.org.uk.

General Data Protection Regulation 2018. Under the data protection regulations (the GDPR), which came into force on 25 May 2018, we have to ask your permission to hold data about you as per the Groups Data Protection Policy. NOTE: **We cannot assume your permission; it has to be given to us explicitly. If we don't get this consent we cannot communicate with you.** Therefore by submitting the above Championship Registration form and paying the registration fee you give your full consent and authority for SD34MSG to contact you via **email, telephone and/or letter** for the purpose of keeping you informed with activities, events and for social purposes so long as I you are a registered Championship contender. You also understand that you may withdraw your consent at any time by contacting the Groups Data Protection Officer, who is the SD34 MSG Secretary (secretary@sd34msg.org.uk), and is also the data controller for the purpose of GDPR and the Data Protection Act 2018. Our address is:- SD34MSG, c/o 6 Thistleton Road, Thistleton, Preston PR4 3XA.

The SD34 MSG GDPR Privacy Statement can be viewed on the Groups Web Site. At <http://sd34msg.org.uk/>

Please note all our (SD34MSG) Competitions are

"Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and any supplementary Regulations.

Please return the completed form complete with the £5 registration fee to the championship compiler.

This can be done by post to David Barratt, 54 Lodge Street, Accrington, BB5 6EH or by completing the form, print off, scan and then e-mail to davidpbarratt@gmail.com. Cheques must be made payable to SD34 Motorsport Group

Registration fees may also be paid by bank transfer to:

Lloyds Bank

Sort Code: 77-76-05

Account Number: 49052568

Please enter your full name as the reference

Name			
Address			
	Post Code		
Email Address			
Home Tel	Mobile		
SD34MSG Nominated Club			

Championship		Class								
Stage Rally	Driver / Co-Driver	A	B	C	D					
Road Rally	Driver / Navigator	Expert	Semi Expert		Novice					
Sprint Hillclimb	Driver	S	1A	1B	1C	2	3	4	5	
Non Race Rally	Driver	A	B	C	D	E				

SD34MSG

Championship Classes for 2019

Non Race / Non Rally

- A) Production Saloon Cars up to 4.15m (13'7") overall length and up to 1400cc (Must have all seats & trim fitted);
- B) Production Saloon Cars up to 4.15m (13'7") overall length and over 1400cc (Must have all seats & trim fitted);
- C) Production Saloon Cars over 4.15m (13'7") overall length (Must have all seats & trim fitted);
- D) Series Production Sports Cars hood down or hood up;
- E) All other cars (including "low volume" sports cars e.g. Caterhams, Westfields) and Stage Rally-prepared cars.

Sprint & Hillclimb

- S) Road Going Standard Series Production Cars conforming to S11.9
- 1A) Road Going Series Cars up to 1399cc (or forced induction equivalent) conforming to Section S11.1 to S11.8
- 1B) Road Going Series Production Cars 1400cc to 1999cc (or forced induction equivalent) conforming to Section S11.1 to S11.8
- 1C) Road Going Series Production Cars 2000cc and over (or forced induction equivalent) conforming to Section S11.1 to S11.8
Classes 1a, 1B, 1C shall include sports cars, but exclude Kit, replica, space-framed and non-ferrous chassis cars
- 2) Road going Specialist Production Cars conforming to S11.1 to S11.8
- 3) Modified Series Production and Specialist Cars conforming to S12
- 4) Hillclimb Super Sports Cars conforming to Section S13 & Sports Libra Cars conforming to S13 & Sports Libra Cars conforming to S14
- 5) Racing Cars conforming to Section S15

Stage Rally

- A) up to 1400cc
- B) 1401cc to 1600cc
- C) 1601cc to 2000cc
- D) over 2000cc & 4 WD

Road Rally

Expert	A competitor who, in the role registered has at least 3 top 10 finishes in Nat B or higher
Semi-Expert	All Competitors not eligible for Expert or Novice Class (NB : You can only move up one class per yr)
Novice	A Competitor in the Role Registered has never won a 1st Novice Award (See full rules)

2019 SD34MSG Calendar : January to May

13-Jan	PCA	Yes	Airedale & Pennine	PCA 1	Rock & Heifer
19-20 Jan	Road Rally	No	Malton MC	Ryemoor Trophy Road Rally	O/S Maps 99 & 100
26-Jan	Training	No	MSA	Marshals training day	Warrington - Campus of Chester University
27-Jan	Training	No	MSA	Marshals training day	York - Askham Bryan College
27-Jan	Autosolo	Yes	Knutsford & District MC	New Year Autosolo	
3-Feb	Autosolo	Yes	Bolton-le-Moors CC	Autosolo	3 Sisters Circuit
3-Feb	Autotest	Yes	Bolton-le-Moors CC	Autotest	3 Sisters Circuit
3-Feb	PCA	Yes	Bolton-le-Moors CC	PCA	3 Sisters Circuit
9 Feb	Stage Rally	Yes	Clitheroe & DMC	Jack Neal Stages	Blyton
10-Feb	PCA	Yes	Airedale & Pennine	PCA 2	Rock & Heifer
16-Feb	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 1	Blackburn Services, M65 Jt 4
16-Feb	PCA	Yes	Under 17 MC NW	U17MC PCA 1	Blackburn Services, M65 Jt 4
16-Feb	Training	No		Intro to Marshalling	Blackburn Services, M65 Jt 4
17-Feb	Autosolo	Yes	Accrington MSC	AMSC Autosolo 1	Blackburn Services, M65 Jt 4
17-Feb	Autotest	Yes	Accrington MSC	AMSC Autotest 1	Blackburn Services, M65 Jt 4
17-Feb	PCA	Yes	Accrington MSC	AMSC PCA 1	Blackburn Services, M65 Jt 4
23/24Feb	Road Rally	Yes	Hexham & DMC	John Robson Rally	Northumberland
2-Mar	Road Rally	Yes	Knutsford & District MC	Tour of Cheshire	Cheshire
3-Mar	Stage Rally	Yes	Warrington & Dist MC	Questmead Stages	3 Sisters, Wigan
10-Mar	PCA	Yes	Airedale & Pennine	PCA 3	Rock & Heifer
17-Mar	Stage Rally	Yes	PDMC / GPMC	Lee Holland Stage Rally	Anglesey Circuit, North Wales
23-Mar	Stage Rally	Yes	MS(NW) Ltd	North West Stages	Lancashire
6-Apr	Sprint	Yes	Longton & Dist MC	Sprint 1	Anglesey Circuit, North Wales
7-Apr	Sprint	Yes	Longton & Dist MC	Sprint 2	Anglesey Circuit, North Wales
7 Apr	PCA	Yes	Warrington & DMC	PCA	WernDdu
14-Apr	Stage Rally	Yes	Stockport 061 MC	SMC Stages	Anglesey Circuit, North Wales
21-Apr	Trial	Yes	Airedale & Pennine	Sporting Car Trial	Longnor
27-Apr	Sprint	Yes	Liverpool MC	Aintree Spring Sprint	Aintree
27/28 Apr	Road Rally	Yes	Clitheroe & DMC	Primrose Trophy Rally	O/S maps 97 & 98
4-May	Sprint	No	MGCC NW	Sprint	Anglesey Circuit, North Wales
4-May	Targa	Yes	Stockport 061 MC	061 Targa Road Rally	Buxton
5-May	Sprint	No	MGCC NW	Sprint	Anglesey Circuit, North Wales
9/11May	Stage Rally	Yes	Manx Auto Sport	Manx National Rally & Chris Kelly Rally	Isle of Man
11-May	Stage Rally	Yes	Knutsford & District MC	Plains Rally	North Wales
12-May	Stage Rally	Yes	Wigan & Dist MC	Cetus Stages	3 Sisters, Wigan
18-May	Sprint	Yes	Longton & Dist MC	Sprint 3	Blyton Park, Lincolnshire
19-May	Sprint	Yes	Longton & Dist MC	Sprint 3	Blyton Park, Lincolnshire
19-May	Trial	Yes	Airedale & Pennine	Yorkshire Dales Classic Trial	Pateley Bridge
19-May	Hillclimb	No	MGCC NW	Scammonden Dam Hillclimb	Scammonden Dam, Huddersfield
19-May	Autosolo	Yes	CSMA	CSMA Autosolo 1	Lymm Truckstop Services, M6 Jt 20
19-May	Autotest	Yes	CSMA	CSMA Autotest 1	Lymm Truckstop Services, M6 Jt 20
19-May	PCA	Yes	CSMA	CSMA PCA 1	Lymm Truckstop Services, M6 Jt 20
26-May	PCA	Yes	Warrington & DMC	PCA	WernDdu

Sprint & Hillclimb

Stage Rallies

Road Rallies

Non Race/Rally

Training

2019 SD34MSG Calendar : June to September

8-Jun	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 1	Barbon
9-Jun	Stage Rally	Yes	Blackpool South Shore	Keith Frecker Stages	Weeton
15/16Jun	Road Rally	Yes	Garstang & Preston MC	Memorial Road Rally	Lancashire-Yorkshire
15-Jun	Sprint	Yes	Longton & Dist MC	Sprint 5	3 Sisters, Wigan
23-Jun	Autosolo	Yes	CSMA	CSMA Autosolo 2	Lymm Truckstop Services, M6 Jt 20
23-Jun	Autotest	Yes	CSMA	CSMA Autotest 2	Lymm Truckstop Services, M6 Jt 20
23-Jun	PCA	Yes	CSMA	CSMA PCA 2	Lymm Truckstop Services, M6 Jt 20
29-Jun	Sprint	Yes	Liverpool MC	Aintree Summer Sprint	Aintree
30- Jun	Car Trial	Yes	Clitheroe & DMC	Ingleton PCT	Ingleton
30-Jun	Stage Rally	Yes	Warrington & Dist MC	Enville Stages Rally	Anglesey Circuit
6-Jul	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 2	Barbon
7-Jul	Autotest	Yes	Knutsford & District MC	Tim Sargeant Autotest	
13 Jul	PCA	Yes	Warrington & DMC	PCA	WernDdu
14 Jul	PCA	Yes	Warrington & DMC	PCA	WernDdu
14-Jul	PCA	Yes	Hexham & DMC	The Northern Dales PCA	
21-Jul	Hillclimb	No	Mid-Cheshire MC	Scammonden Dam Hillclimb	Scammonden Dam, Huddersfield
3-Aug	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 2	Blackburn Services, M65 Jt 4
3-Aug	PCA	Yes	Under 17 MC NW	U17MC PCA 2	Blackburn Services, M65 Jt 4
3-Aug	Training	No		Fire training	Blackburn Services, M65 Jt 4
4-Aug	Sprint	Yes	Longton & Dist MC	Sprint 6	3 Sisters, Wigan
4-Aug	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 3	Blackburn Services, M65 Jt 4
4-Aug	Autotest	Yes	Under 17 MC NW	U17MC Autotest 1	Blackburn Services, M65 Jt 4
4-Aug	PCA	Yes	Under 17 MC NW	U17MC PCA 3	Blackburn Services, M65 Jt 4
17-Aug	Hillclimb	Yes	Pendle & Dist MC	Scammonden Dam Hillclimb	Scammonden Dam, Huddersfield
25-Aug	Autosolo	Yes	Bolton-le-Moors CC	Autosolo	Ormskirk
1-Sep	Sprint	Yes	Longton & Dist MC	Sprint 7	3 Sisters, Wigan
6-7 Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Prom
7-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree
14-Sep	Road Rally	Yes	Knutsford & District MC	Knutsford Targa Rally	
14-Sep	PCA	Yes	Under 17 MC NW	U17MC PCA 4	Blackburn Services, M65 Jt 4
14-Sep	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 4	Blackburn Services, M65 Jt 4
14-Sep	Autotest	Yes	Under 17 MC NW	U17MC Autotest 4	Blackburn Services, M65 Jt 4
15 Sep	PCA	Yes	Warrington & DMC	PCA	WernDdu
15-Sep	PCA	Yes	Under 17 MC NW	U17MC PCA 5	Blackburn Services, M65 Jt 4
15-Sep	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 5	Blackburn Services, M65 Jt 4
15-Sep	Autotest	Yes	Under 17 MC NW	U17MC Autotest 2	Blackburn Services, M65 Jt 4
21/22 Sep	Road Rally	Yes	Clitheroe & DMC	Clitheronian Road Rally	Lancashire-Yorkshire
22-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks

Sprint & Hillclimb

Stage Rallies

Road Rallies

Non Race/Rally

Training

2019 SD34MSG Calendar : October to December

5-Oct	Sprint	Yes	Longton & Dist MC	Sprint 8	Anglesey Circuit
6-Oct	Sprint	Yes	Longton & Dist MC	Sprint 9	Anglesey Circuit
13-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
13-Oct	PCA	Yes	Airedale & Pennine	PCA 4	Rock & Heifer
27 Oct	PCA	Yes	Warrington & DMC	PCA	WernDdu
27-Oct	Autosolo	Yes	Knutsford & District MC	Knutsford Jubilee Autosolo	
2-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Stages	Oulton Park
2-Nov	Road Rally	Yes	Matlock MC	Dansport Road Rally	Derbyshire
8/9-Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
10-Nov	PCA	Yes	Airedale & Pennine	PCA 5	Rock & Heifer
23-Nov	Stage Rally	Yes	Clitheroe & DMC	Hall Trophy	Blyton
1 Dec	Autosolo	Yes	Bolton-le-Moors CC	Autosolo 3	3 Sisters Circuit
1 Dec	Autotest	Yes	Bolton-le-Moors CC	Autotest 2	3 Sisters Circuit
1 Dec	PCA	Yes	Bolton-le-Moors CC	PCA 2	3 Sisters Circuit
7-Dec	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 6	Blackburn Services, M65 Jt 4
7-Dec	PCA	Yes	Under 17 MC NW	U17MC PCA 6	Blackburn Services, M65 Jt 4
7-Dec	Training	No		First Marshal On Scene	Blackburn Services, M65 Jt 4
8-Dec	Autosolo	Yes	Accrington MSC	AMSC Autosolo 2	Blackburn Services, M65 Jt 4
8-Dec	Autotest	Yes	Accrington MSC	AMSC Autotest 2	Blackburn Services, M65 Jt 4
8-Dec	PCA	Yes	Accrington MSC	AMSC PCA 2	Blackburn Services, M65 Jt 4
8-Dec	PCA	Yes	Airedale & Pennine	PCA 6	Rock & Heifer

Sprint & Hillclimb

Stage Rallies

Road Rallies

Non Race/Rally

Training

GAZZARD ACCOUNTS

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SD34MSG 2019 Championship Rounds by Discipline at a Glance

Road Rally Championship 2019

Date	Event	Organising Club
19-20 Jan	Ryemoor Trophy Rally	Malton MC
23/24Feb	John Robson Rally	Hexham & DMC
2 Mar	Tour of Cheshire	Knutsford & DMC
27/28 Apr	Primrose Trophy Rally	Clitheroe & DMC
4-May	061 Targa Road Rally	Stockport 061 MC
15/16Jun	Memorial Road Rally	G&PMC
20/21 Jun	Beaver Rally	North Humberside
14-Sep	Knutsford Targa Rally	Knutsford & DMC
21/22 Sep	Clitheronian	Clitheroe & DMC
2-Nov	Dansport	Matlock MC
9/10 Nov	Farrington Trophy	Clwyd Vale MC

Non Race/Rally Championship 2019

Date	Event	Organising Club
13 Jan	PCA 1	Airedale & Pennine
27 Jan	New Year AutoSOLO	Knutsford & DMC
3 Feb	AutoSOLO, PCA Autotest	Bolton-le-Moors CC
10 Feb	PCA 2	Airedale & Pennine
16 Feb	AutoSOLO & PCA	U17MC (NW)
17 Feb	AutoSOLO, PCA & Autotest	Accrington MSC
10 Mar	PCA 3	Airedale & Pennine
7 Apr	Wern Ddu PCA	Warrington & DMC
21 Apr	Sporting Car Trial	Airedale & Pennine
19 May	Yorkshire Dales Classic Trial	Airedale & Pennine
19 May	AutoSOLO, PCA & Autotest	CSMA
26 May	Wern Ddu PCA	Warrington & DMC
23 Jun	AutoSOLO, PCA & Autotest	CSMA
30 Jun	PCT Ingleton	Clitheroe & DMC
7 Jul	Tim Sargeant Autotest	Knutsford & DMC
13 Jul	Wern Ddu PCA	Warrington & DMC
14 Jul	Wern Ddu PCA	Warrington & DMC
14 Jul	Norther Dales PCA	Hexham & DMC
3 Aug	PCA & AutoSOLO	U17MC (NW)
4 Aug	AutoSOLO, PCA & Autotest	U17MC (NW)
25 Aug	Ormskirk AutoSOLO	Bolton-le-Moors CC
14 Sep	AutoSOLO, PCA	U17MC (NW)
15 Sep	AutoSOLO, PCA & Autotest	U17MC (NW)
15 Sep	AutoSOLO, PCA & Autotest	Warrington & DMC
13 Oct	PCA 4	Airedale & Pennine
27 Oct	Wern Ddu PCA	Warrington & DMC
27 Oct	Jubilee AutoSOLO	Knutsford & DMC
10 Nov	PCA 5	Airedale & Pennine
1 Dec	AutoSOLO, PCA Autotest	Bolton-le-Moors CC
7 Dec	AutoSOLO & PCA	Accrington MSC
8 Dec	AutoSOLO, PCA Autotest	Accrington MSC
8 Dec	PCA 6	Airedale & Pennine

Stage Rally Championship 2019

Date	Event	Organising Club
9th Feb	Jack Neal Stages Rally	Clitheroe & DMC
3rd Mar	Questmead Stages	Warrington & DMC
17th Mar	Lee Holland	G&PMC & PDMC
23rd Mar	LFNW Stages	MSNW
14th Apr	SMC Stages	S061MC
9/11 May	Manx Nat & Chris Kelly	Manx AS
11th May	Plains	Knutsford & DMC
12th May	Cetus Stages	Wigan MC
9th Jun	Keith Frecker	BSSMC
30th Jun	Enville Stages	Warrington
6/7 Sept	Promenade Stages	Wallasey MC
22nd Sept	Heroes Stages	G&PMC & PDMC
13th Oct	Adgespeed Stages	Wigan MC
2nd Nov	Neil Howard	Bolton-le-Moors CC
8/9 Nov	PokerStars	Manx AS
23rd Nov	Hall Trophy	Clitheroe & DMC

Sprint & Hillclimb Championship 2019

Date	Event	Organising Club
6th April	Anglesey Sprint	Longton & DMC
7th April	Anglesey Sprint	Longton & DMC
27th April	Aintree Sprint	Liverpool MC
18t May	Blyton Sprint	Longton & DMC
19th May	Blyton Sprint	Longton & DMC
19th May	Scammondon Hillclimb	MGCC NW
8th June	Barbon Hillclimb	Liverpool
15th June	3 Sisters Sprint	Longton & DMC
27th June	Aintree Sprint	Liverpool MC
6th July	Barbon Hillclimb	Liverpool
21st July	Scammondon Hillclimb	MGCC NW
4th August	3 Sisters Sprint	Longton & DMC
17th Aug	Scammondon Hillclimb	Pendle & DMC
31st Aug	3 Sisters Sprint	BARC
1st Sept	3 Sisters Sprint	Longton & DMC
6th Sept	Aintree Sprint	Liverpool MC
5th Oct	Anglesey Sprint	Longton & DMC
6th Oct	Anglesey Sprint	Longton & DMC

Training Dates 2019

Date	Event	Venue
26-Jan	Marshals training day	Warrington - Campus of Chester University
27-Jan	Marshals training day	York - Askham Bryan College
16-Feb	Intro to Marshalling	Blackburn Services,
3-Aug	Fire training	Blackburn Services,
7-Dec	First Marshal On Scene	Blackburn Services,

Clitheroe & District Motor Club



'What's On' at CDMC

January 2019

Tuesday 8th January Combined Committee Night & Christmas Sweater Night

Club Members are more than welcome to attend and see & hear what goes on behind the scenes and you can also express your opinions & ideas

Why not come along. You might enjoy it.

At the November Committee Meeting we had 23 club members and 18 members at the December meeting

AND You can also show off that sweater that

Auntie Mabel gave you for Christmas

Saturday 15th January Round 1 of the 2019 Scatter Series

Clerk of Course - Tony Vart

O/S Maps 102 & 103

See CDMC Facebook Page
for more details & Entry

Tuesday 22nd January Navigation Class

Prepare for the 2019 Road Rally Season

Maps 102 & 103 - might be useful

Tuesday 29th January David 'Jak' Gillibrand



Clubnights & More at CDMC in December

Tuesday 4th December Scatter R4

15 crews tackled the final round of the 2018 Scatter Rally Series. Clerk of Course Paul Buckel put on a tricky scatter - go for the Big Points of lots of Little Points?

Sam Ambler was away on holiday so Seddy was sat in with Dominic McTear. Matt Hewlett had just passed his driving test so was now free to have a go as a driver. Maurice was Matts chosen victim in the Silly Seat.

Ben Mitton/Levi Nicholson are becoming a crew to be reckoned with but a win by Paul Pendleton/Harris Halgate secured them the 2018 championship

2018 Winter Scatter Rally Series Championship Table Result

Drivers			Navigators		
O/A	Competitor	Pts	O/A	Competitor	Pts
1	Paul Pendleton	96	1	Harris Halgate	96
2	Ben Mitton	93	2	Levi Nicholson	93
3	Dan Sedgwick	90	3	Sam Ambler	90
4	Leah Brown	86	4	Dan Fox	86
5	Paul Redford	79	5	Francesca Redford	79
6	Stephen Holmes	50	6	Matt Hewlett	58
7	John Gribbins	49	7	Terry Martin	49
8	Phil Shaw	46	8	Elliott Shaw	48
9	Connor Stubbs	44	9	Will Melsome	44
10	Chris Hewlett	42	10	Maurice Ellison	34
11	Dominic McTear	23	11	Ian Daws	33
12	Gareth Shepherd	23	12	Abbie Adnett	31
13	Nick Bulmer	21	13	Dan Sedgwick	23
14	Terry Martin	19	14	Ben Williams	21
=15	Matt Hewlett	17	15	Stephen Hardy	17
=15	Jonnie Collett	17	=16	George Postlethwaite	16
=17	Austin Berry	16	=16	Sam Mitton	16
=17	Sam Coombs	16	18	Dom Brayfield	15
=17	Tony Harrison	16	19	Tommi Meadows	14
20	Steve Cotton	15	20	Tony Maddox	12
21	Matt Furbish	14	21	James Squire	11
22	David Stubbs	12	22	Tom Grice	10
23	Matt Simon	11			
24	Rob Cotton	10			
25	Michelle Swallow	1			

Clubnights & More at CDMC in December

Saturday 15th December Christmas 'Beer' Rally



Scrutineering Problems, arguments with the DSOs about excessive noise, late arrival at Time Controls (all time controls located at pubs) and the illegal use of Pace Notes all adding to the fun and games of the CDMC 'Beer Rally' Series. (don't even ask about the umbrella)

2018 has seen another very successful innovation in the social calendar ~the 'Beer Rally' - any excuse for a Piss-Up - that even the strike by Northern Rail couldn't deter the competitors from taking part.

Christmas Party Tuesday December 18th



Another belting year at Clitheroe with Club Members winning many events & Awards in 2018

Gareth Shepherd picked up 'Club Member of the Year' and Elliott Shaw got 'Young Member of the Year' at the Christmas Party. The Clitheronian Rally got best event of 2018 voted by competitors in EMAMC

2019 Scatter Series

R	Month	Date	Clerk of Course	Maps
1	January	15 th	Tony Vart	102, 103
2	February	19 th	Maurice Ellison	102, 103
3	March	19 th	tba	tba

Liverpool Motor Club



Club members meet at
The Unicorn Inn, Cronton
on the 2nd Tuesday of each month
from 8.00pm.

The Unicorn Inn, 405 Cronton Rd,
Widnes, Cheshire WA8 5QF

Marshals wanted at Aintree

More marshals are always needed for Liverpool MC's Aintree sprints & track days,.

Can you help? Previous experience not required, nor are a pair of those fetching orange overalls.

At our Aintree sprints & track days, we give £10 per volunteer towards your travelling expenses and provide a free buffet lunch too. And we guarantee a break of at least 40 mins for lunch

Interested?

Want to know more?

There's more information at
www.liverpoolmotorclub.com

or you can contact LMC's Chief Marshal Bill Gray
Via the Liverpool MC Website

Bolton-le-Moors CC

The Club Meets at
9-00pm every Thursday
@ Horwich RMI Club,
Chorley New Rd, Horwich.
BL6 5NH



Meet on the first Tuesday of
each Month and start at 8pm

The Poachers,
Cuerden Way,
Bamber Bridge,
Preston PR5 6BA

Airedale & Pennine MCC

Meet at
the Rock & Heifer Inn,
Rock Lane, Thornton,
Bradford, BD13 3RH

on the second Monday of the month for our business meeting. Then we meet on the fourth Monday of the month. Visitors are welcome to join us at either of these or any club meeting.

Warrington & DMC

meets at 20.00 every Tuesday at
Cock 'O Budworth, Warrington Rd,
Gt. Budworth CW9 6HB



2300 Club

are pleased to announce the finalists of the
2018

John Easson Award

- **George Lepley**
- **Finley Retson**
- **Ewan Tindall**

The Award selection committee will meet the finalists later in November and following an informal interview the winner of the 2018 JEA will be decided.

The standard of applicants was extremely high and the selection panel faced a difficult task to narrow them down to three to go forward to the final. 2300 Club would like to thank all candidates who applied for this year's award and wish them continued success in their rallying.

Allan Durham

2300 Club John Easson Award Scheme Manager

Longton & DMC



Meet at the Lonsdale Club
Fulwood Hall Lane,
Fulwood,
Preston PR2 8DA
8.30 p.m
Every Monday
(except Bank Holidays)

www.longton-dmc.co.uk

Matlock MC

Meet every 2nd Thursday
from around 8.30pm at
the Black Swan, Ashover
MR 119/350 633



Regular meetings are held on the
second and fourth Mondays of each month at
The Red Lion, 324 Newton Rd,
Lowton, Warrington, WA3 1HE
www.wiganmotorclub.org.uk

Garstang & Preston Motor Club

www.gpmc.org.uk



Meet every Tuesday
at The Lonsdale Club,
Fulwood Hall Ln,
Fulwood, Preston PR2 8DB
From 8:30



WALLASEY MC

The Club Meets Every Monday
at 9-pm.
Port Sunlight Village Social Club,
Bridge St, Port Sunlight
CH62 4UP



meet every Thursday
at Fiveways,
Macclesfield Road,
Hazel Grove, Stockport,
Cheshire, SK7 6BE
from about 20.30

Hexham & DMC

Meet every Wednesday
at the Dr. Syntax Inn,
Nr. Stocksfield



Blackpool South Shore MC meets every Thursday night at The Clarence public house on Preston New Road, Blackpool from about 8.30 onwards

December saw a number of Blackpool South Shore Motor Club members make the short journey north to Ambleside in order to contest and marshal on The Hippo Motor Group Grizedale Stages Rally. Sadly, none of the three cars carrying South Shore representatives would appear as finishers in the final results and those marshalling were rewarded for their efforts with a severe soaking! It was on the first of the day's scheduled four stages that a mixture of mechanical maladies and crashes put paid to hopes of any good results for the Shore contingent. The Subaru Impreza WRC of Simon Bowen and Richard Robinson suffered fuel pressure problems while the Ford Escort Mk1 of Mark Holmes and driver Craig Simkiss ended up in a ditch.

To add to the South Shore woes, Barry Armer, who was co-driving Rob Jones, a Garstang & Preston Motor Club member, exited the rally in dramatic style. They crashed their Peugeot 205 on the opening stage but, fortunately, both crew members escaped relatively unscathed. Shame the same couldn't be said for the car!

Bowen and Holmes were able to re-join the rally for the final Grizedale stage but once again both drivers suffered problems with their cars. A broken exhaust manifold put Bowen's Impreza down on power and a broken stub axle saw Holmes forced to park his Escort at the side of the track.

Fortunately, it wasn't all doom and gloom for Shore members in December. John and Alex Stone brought their Ford Fiesta WRC to victory on the Rockingham Sunday Stages, what is likely to be the last ever motor-sport event at the Northamptonshire venue.

We have recently received a request from Len Clowes asking if anyone in the rallying community have any photographs or memorabilia relating to his Austin Healey 3000 MK1 that completed on WMC's Hairpin Rally in 1970.

"I'm writing to you with a rather unusual request. I competed in the Hairpin Rally run by the Wallasey MC on 21/22 Nov 1970. I drove an Austin-Healey 3000 Mk 2 reg 759 TYC which I still own. My start number was 48.

This was one of a handful of 'restricted' rallies I competed in during 1970 and 1971. I only have one photograph of my car 'in action' from those events. I thought I'd write to the clubs whose events I competed in to see whether they have archives which might have photos of my car or alternatively be able to use social media in the hope of contacting anyone who might have been a spectator taking pictures at the time. On the Final Instructions sheet in my file, the official photographers were noted as Dave Thomas and Jim Richardson. I'd be quite happy to pay for copying costs.

I know this is all quite a long time ago, but I thought it worth seeing if there is anyone out there who has some pictures of those fun events.

I hope you'll be able to find someone who can help with this request."

Len Clowes. Mob 07774 242526.



Lancashire Automobile Club Sportsmans Lunch **BRIAN REDMAN** 18th November



What a day, what a speaker, what an audience!

The Lancashire Automobile Sportsman's Lunch proved a great success with the Stirk House laying on excellent facilities and a most enjoyable meal. Brian kept the 180 guest riveted with his memories of the glory days of motor racing from the 60's, 70's and 80's.

The audience included several luminaries from the motorsport world past and present with Richard Attwood, Warwick Banks and David Piper from Brian's glory days asking some pertinent questions and adding illuminating comments to Brian's presentation. Brian was introduced by his old friend, our own, Mike Wood who worked with Brian in the 1950's and had, as always his own tales to tell!

Outside the venue were some fascinating cars including Brian's fathers Fraser Nash BMW now fully restored, a 20HP Crossley (and unexpected but welcome addition) and an Ultima in full Gulf colours.

The event kicked off with Simon Hope from our sponsors H7H Auctions, saying not one but two graces - you always get value for money from Simon! Then an excellent meal followed by Brian speaking and answering questions - we got nearly two hours. Brian was then presented with the Club's highest award the Daily Express Trophy which was won by Peter Collins in 1958 just as Brain commenced his racing career.

The LAC would like to express it's thanks not only to Brain but also the organisers and helpers led by Carolyn Taylor who made the event possible and above all the audience who made the day so special. They also raised some £1000 in the raffle the proceeds of which will be donated to Help for Heroes.

All in all a reet good do!

Christopher Lee



Clitheroe & DMC HALL TROPHY STAGE RALLY 24th November

14 Mini crews took on Blyton Park Test Venue in Lincolnshire to compete in the Hall Trophy Rally for the 8th, and final, Round of the 2018 HRCR Mini Sport Cup.

Competing over 10 stages of smooth asphalt, the Mini crews were met with wet and slippery conditions on Saturday morning, but luckily no rain! The skies brightened, and the competition got off to a strong start with multiple crews tied for final positions. The crews also had the added bonus of our servicing all together at this event, thanks to the fantastic organisation by Clitheroe & District Motor Club, just adding to the enjoyment for everyone involved.

One of the crews in joint position to conquer MC2, Jim Brindle/Jacqueline Parkinson ended their campaign for the win after Stage 2, having lost a valve mid-stage, forcing them to retire.

It was a truly unfortunate event for Andy Walkingshaw/Ryan Taylor, after months of hard work prepping his Mini to get back out, (after an accident on Solway it was feared Andy wouldn't manage to return this year), the crew were forced to retire after Stage 8 with a blown head gasket, Andy went on to say that, *"we made a cautious start but I was re-gaining confidence as the day went on. All day we were swapping positions with Peter Ellerby just a few seconds apart competing for third in class."* Noticing they were having engine trouble, following a compression check it quickly became apparent to Andy that the head gasket had blown – *"We had a great day though and I was pleased to get the car back out before the end of the season."*

Peter Ellerby/Victoria Swallow finished the rally – the first finish of the season for Peter after several spells of bad luck, but it wasn't without issue... Having only had his engine back a mere 2 days before the rally, it was a big rush to get everything prepared in time, finishing the rally in a cloud of smoke, it turned out Peter & Victoria's rocker cover was leaking oil, and the water cooler was leaking too! However, Peter has said he was delighted to get the a result, and finished 3rd MC2 and 7th overall.

Louise Thomas/Heidi Woodcock had another consistent rally, noting that it was a very slippery start, but that thankfully the course dried up as the day progressed. Thanking the organisers and marshals, Louise went on to add that, *"the event was so well organised, we particularly loved the night stages – but we couldn't compete if the marshals and recovery crews didn't do what they do best, and I hope they know that their support is greatly appreciated!"* The girls had great fun whilst out competing, and the experience for the team was made that much sweeter by finishing 5th MC4 and 11th overall, resulting in the MC4 win for 2018 and 2nd place overall in the Championship!

Shane Gamble/Bob Ward closest competition after Jim & Jackie retired, was Clive & Anton, pushing to take seconds out of their rivals, Shane & Bob were setting great times. Even catching a an Escort in Stage, Shane flashed his lights, for the Escort to allow them past, yet accidentally flicked a different switch entirely... Turning the fuel pump off! Rolling over the finish line, it was back to service when it clicked what had happened. Issue solved, the pair were on the last bend of the Stage, when one of the brake discs broke in one piece, meaning it was just spinning round. Thankfully for Shane & Bob, they managed to borrow one from Jim, finishing 2nd MC2 and 4th overall. Shane commented that, *"we've thoroughly enjoyed this season!"*



Hall Trophy Mini Sport Cup Continued from Page 20

Craig King/Clare Bird had already secured themselves the Cat 3 win in the OldSTAGER Championship out on the Cheviot after taking it steady, so they decided to have a 'bit of a go' for Hall Trophy... Feeling a knocking on Stage 1 when speeding round corners, Craig & Clare knew something was wrong, back in service, it turned out to just be a loose shock absorber mount – luckily a quick fix! Following on from Stage 3, the crew noticed a little oil on the engine, that by the end of Stage 4 had gotten worse – the oil cooler was leaking. By the end of Stage 5, there was oil everywhere and there was no choice but to change the oil cooler – with only 20 minutes for service, it was going to be extremely tight! Craig added that, *"Luckily Mini Sport's mechanic (and service crew for John & Martin Cressey) Michael was on hand, and went from helping to basically doing the whole job... So a big thank-you to him!"* With Michael swapping over the oil cooler in time, Craig & Clare were back out with no issues, thoroughly enjoying the rally and revelling in the final two Stages – in darkness! The few issues didn't cost Craig & Clare too much, as they finished with their highest result to date – 4th MC2 and 8th overall! Unfortunately, Craig's Mini has only been loaned to him for the season, which has now got to be returned... But we're sure this won't be the last we see of Craig & Clare!

It was a shaky start for Jeff Robinson before he even sat in the driver's seat... His navigator was suddenly called in to work, luckily for Jeff, it was Colin McDowell to the rescue! We haven't seen much of Colin this year, since he suffered a nasty accident (not whilst rallying!) earlier in the year – that left him with two broken ankles, so it was great to have him back out with us. Although Colin still isn't 100%, and was hobbling around the service area – it obviously hasn't affected his navigating skills, as Jeff & Colin proved to be an unstoppable pairing! Consistently nearing the top of the time sheets each stage, despite the Mini not handling too well, this is the first rally that Jeff has finished since 1998, *"If you had told me beforehand I would be running near the top of the time sheets I wouldn't have believed it. I'm absolutely delighted!"* Fantastic result for Jeff & Colin who finished 2nd MC4 and 3rd overall!

The pressure was on for Clive King/Anton Bird, with Jim & Jackie and Shane & Bob the closest contenders for MC2 both this rally, and overall for the Championship final position. Clive & Anton were quick enough to shave seconds off both crews from the off, with Clive noting that, *"the new engine is revving absolutely fantastic! In fact, we may even have to fit a rev limiter!"* . However a few Stages in, Clive & Anton changed up to 4th on a 90 left in to a corner, costing them valuable seconds...

Still just lying ahead, the pair pushed on, suffering with a double spin on a flat bend, having likely hit some oil. It wasn't the only spin for Clive & Anton though, as they also ended up having a spin in the exact same spot as John Cressey/Martin Cressey did, subsequently stalling and not being able to reach the ignition, Clive had to loosen his belt to reach and get the Mini going again... Loosing time on this, Clive & Anton still managed to pip Jeff & Colin to 2nd overall, by just 1 second! Also bagging the MC2 win in the process, Clive joking that, *"we couldn't catch John, someone needs to tell him he should be slowing down at his age!"*

John Cressey/Martin Cressey were leading the Minis from the off, with the car running faultlessly all day – John went on to say of their performance that, *"we were perhaps a little exuberant on Stage 4... We scattered the Stage furniture all over! We went back and had another go in Stage 6 too. All-in-all a fantastic day though, with a good solid Class battle and only a few seconds between the 1400s on event – we were even out-breaking the Subarus and BMWs. Big thanks go to Mini Sport – I only borrow the Mini, and hopefully put it back in the trailer in the same condition it came out!"* Fantastic result for John & Martin who finished 1st MC4 and 1st Overall, a result that has solidified them as 2nd overall for the 2019 Championship!



Clitheroe & DMC HALL TROPHY STAGE RALLY 24th November

Having met up on the Friday afternoon with Nick Stamper, introducing his wife, son and his friend to assist with servicing, Nick and myself headed for scrutineering.

This was quite effortless, sailing through it with no problems.

After a good night in Gainsborough at the local wetherspoons, we all awoke to a damp start to the Saturday morning. A stop to McDonalds for breakfast we headed to Blyton circuit.

SS1 We set off into stage on intermediates at our time of 09-07...Nick getting the feel of the car and still getting used to the sequential gearbox. The stage was quite sippy with a few little moments here and there but nothing too dramatic, twice round then into finish on the third lap.

SS2...Same route as the first stage, no moments on this one completing to a good time.

SS3...Slightly different route this time round, three laps again, still on the intermediates a little bit slippery with a different route. No major moments, all good into finish on the third lap.

SS4...Out again on the same tyres, Nick pushing a little harder this time, going really well, we were entering a tight right into hairpin left into medium right left, came out of the hairpin spinning into the cones to the left, quickly back into gear to hairpin right, nicely executed in a great slide to open fast right, once round again into finish.

I was now starting to feel a bit sick!!!

SS5...Change of route for the next two stages, again on intermediates, we had a good stage currently lying in 8th position, no dramas on this run, all smooth....only from myself as I had now been sick three times whilst going round, not wanting to make a mess of Nick's car I actually swallowed what I brought up each time!!!!

SS6...Same route for this stage, slightly starting to dry the track with a slight breeze and a few dry lines appearing.

This stage completed without any problems...the next stage was delayed a while as a car had rolled on the long right hander on the furthest corner to the left of the circuit.

SS7...Darkness was starting to fall so the lamp pod was brought out.

Going into this stage was now quite dark, the reverse way round to previous stages.

We had now changed onto semi slick tyres, Nick going really well in the dark and moved to 6th position.

This stage completed without any mishaps and myself starting to feel better, somehow the Stugeron tablets hadn't worked properly this time or I hadn't taken them early enough to get into my system.

SS8...Same again route wise for this stage, Nick going well in the darkness as some aren't as quick and we did move up to 5th position after a good clean run and me feeling better.

SS9...Change of route for this and a slight delay for some reason which we didn't find out, by this time it was pitch black, full lights needed now, the corner where the car rolled earlier we went into this a bit too quick and slid wide catching the cones on the sweeping fast right sounding like a machine gun as we rode over a large number of them hanging onto the tarmac before sliding off and having a moment of grass tracking!!...we finished the stage after this next lap with no problems although Nick commenting he could have taken the long right hander into square right a bit quicker than backing off before the finish..

SS10...into the last stage currently in fourth position, first in class, Nick saying let's just keep it steady, not do anything daft and go off to hold our current position and get a good result and finish...which is what happened, fourth overall and first in class...great result for Nick and the team, best result so far...would like to thank Nick for giving me the opportunity to sit in with him...greatly enjoyed apart from my iffy moments!!!



Photos Courtesy of John Wilkinson



Chelmsford MC PRESTON RALLY

Sponsored by
Preston's Garages of Writtle.



Probably one of the holy trinity of modern road rally's, along with the Bagger and Cilwendeg, the Preston (or East Anglian Safari) is a classic, perhaps not a true road rally in traditional terms, as you get a road book with printed maps for the non-competitive (transport) sections, and stage diagrams for the "Doing" bits, but run on a road rally permit, and only open to two wheel drive cars. Although its called the Preston, it is based around the Chelmsford area, and named after long time sponsor, Preston garage.

Fortunately, fellow Clitheroe & DMC member Jez Turner had agreed to come down with Andy and myself, and volunteered to do most of the driving on the way back. So, off to Snetterton race track, for noise and scrutineering, and it was also start and finish venue.

First car away was about 10.30pm with 180 miles total, but 120 competitive miles, mainly on whites, forestry roads, fields and tracksw split into 22 sections, and two petrol halt.

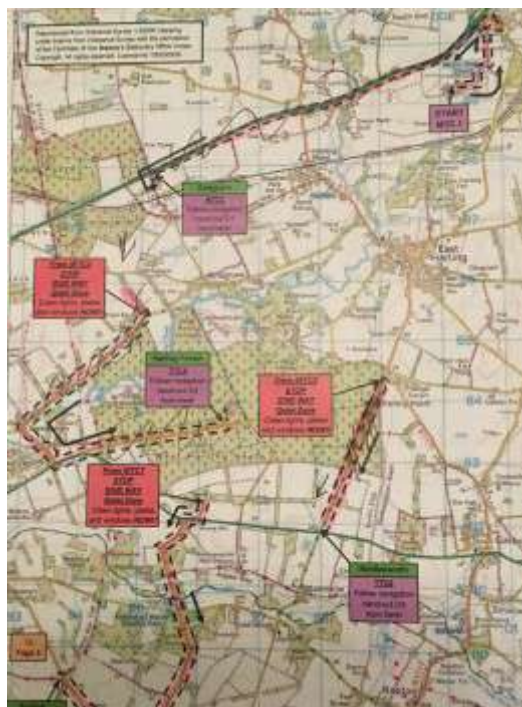
A three mile run out to the first section, Bridham, this started off with a one mile straight, running parallel to the A road we had just come down, but in the opposite direction, and the start marshal asked us not to run with spots on till we got to the 90R so we didn't dazzle on coming traffic. Anyway straight into typical Preston rally type roads, mud, bumps, cautions, dykes, drops and more mud, the CofC said you wont be early at any of the intermediate TCs so you wont have to wait for your time, sure enough, he was correct, straight in, you get your time, hand back the stage diagram you get at the start control!!!! Pull forward about 200m then one (the driver in my case) gets out and washes the lights and number plates, this is mandatory, if you don't clean them and your seen by a judge of fact, its exclusion,

Eight more sections till first petrol on the A1101, there's cars off everywhere, on every section, broken suspension snapped exhausts, punctures etc.

All Andy wanted was a finish, which we did, 27th out of 90 starters. Probably the hardest road event for me, since the 87 Illuminations, just non stop for eight and a half hours, a proper adventure, would I do it again? No I dont think I would, anyway, looking forward to January and the Bagger 19, probably another 190 mile event

Perhaps I should go back to driving, its much easier.

Andy Richie - Terry Martin. BMW 318.



The fortieth “One and Only” Preston Rally 2018

When Maggy and I lived in Suffolk we had marshalled on the “Preston” for several years, usually with my pal Rob Philp, who used to navigate Targa rallies for me, and we would usually do three controls through the night. Every time we went, Rob and I said that we would have to have a go sometime but it never happened whilst we were living down there. Nearly three years ago Maggy and I moved up to Cumbria and shortly after Rob moved up to Lincolnshire and although we kept in touch occasionally, we hadn't seen Rob since we moved and any thoughts about ever doing the “Preston” soon disappeared with all the things going on with house moving and settling in to our new area, and, of course, taking part in all the events which we have been doing in the North of England since moving here. However, when I saw on facebook that this year's “Preston” may be the last after 40 years a decision was made to contact Rob, see if he still wanted to have a go, and if the answer was “yes” then to get an entry in.

After a few hours of messaging the decision was made and I filled in an entry to find that they already had 90 entries (the limit) and it was only a couple of days since entries had opened, however, as not all entries had paid at that time, and I paid online, we got in as only 70 odd people had paid at that point. The e-mail telling me the entry was accepted was received with much trepidation but it was too late to pull out by then. That was it then, two road rally virgins attempting our first road rally, with me at the tender age of 65, in a 30 year old car, in what must be one of the toughest events out there, what could possibly go wrong?

Plans were made, hotels were booked and we found ourselves on the Friday before the event trailing the car down to Ipswich for our hotel for the next few days. The rain was pretty persistent throughout the journey and the “Preston” does have a reputation for mud if it's wet, but it would be, what it would be. The car had been sorted out after our little skirmish with a tree in the Saltire and I had been over as much as I could to try and “Preston proof” the car before our baptism of fire.

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Fortunately Saturday was mostly dry and we eventually got up to Snetterton circuit about 5-30 to unload the car and get Maggy to marshal's signing on as she was going to spend the night with Howard Joynt out in the woods somewhere. Rob turned up shortly after we did, only to announce he had left his reading glasses at home but it was too late to think about that, we would get over it somehow. Scrutineering went well and we were soon signed on, looking at the road book and getting something to eat. Time passed slowly until our start time of 23-08 but at least the rain was holding off and wasn't forecast until about 1-30 am Sunday. I'd bought some Colway copy forest/grass/gravel tyres for the front which I hoped would give us a bit of grip.

Start time came soon enough and we left the circuit via the A11 south to try to find NTC2. I always have a morbid fear of missing the first test or section on an event and am always more settled when we find it. It was about 4 miles down to a yellow on the left and in to the section where there were a couple of cars waiting. The first quarter of a mile was dipped headlights as we were running alongside the A11 but it was on a decent hard surface farm track. This was all right, and it was, until we turned right on to a dirt track and it got very bumpy. About a mile or so in Rob said “Did you think it was going to be this rough” I just said “It'll probably get rougher”, I was not wrong. The first section was about 3 miles or so in length and did include a couple of short bits on yellows but we were glad to get to the end of it with the car still in one piece. We learned later on that some cars did not even make it through the first section.

Five miles or so of road work saw us to TTC4 in to Harling Forest for another rough ride over farm and forest tracks which was going to be the theme for the rest of the night. Section followed section with each one seeming to get rougher than the one before. We were running as car 79 so we could see where everyone else had been, which was sometimes useful, but the downside was the ruts were deeper and the holes were bigger by the time we go to them.

We got through the first 4 sections and were still in the event when we made our first error of the night. A slight mix up with the map saw us missing TTC8 and ending up in Rushford. We had been meant to go over one cross-roads and turn right at the next but we turned at the first one, ended up in Rushford village and actually got to IRTC9 on the road. However, once we knew where we were we were able to retrace to TTC8 and get in to the section before it closed. We were running a bit late by the time we got there and went in behind car 90 so were probably last on the road.

The Euston section completed, shaken and stirred, we headed off down to Euston for section 5, Foxpin. This was a long section, with lots of sand, big bumps, sliding about and a final last mile where it was impossible to drive round the holes to mitigate the hiding that the car and it's occupants were enduring and we were relieved to see the end of it.

Chelmsford MC **PRESTON RALLY**

Sponsored by
Preston's Garages of Writtle.



Continued on Page 25

Mini Sport Cup

Continued from Page 24

Fortunately for us sections 6 and 7 had been withdrawn due to a last minute refusal by the land owners to allow the rally through so we had a longish road transfer up to 8 at Mildenhall which allowed us to claw back our time lost on our wrong slot which meant we arrived at TTC16 on time and had a short wait behind a car waiting to go in the section.

The section started well with a nice bit of fire road, at last we thought we were going to have a good run, then we turned left on to a narrow dirt track with trees flashing by in close proximity and the resumption of the “rock and roll” that we were, by now, getting used to. We managed to avoid any arboreal contact and made it out of the section and in to first petrol at Barton Mills bang on our minute for a welcome break for 30 minutes for fuel, coffee and Rob’s first cigarette of the night. A brief check of the car (kick the tyres, lift up the bonnet to make sure the engine was still there), coffee, a much needed toilet break, a stretch of the legs and we were checking out of petrol to continue our nocturnal activities in the Norfolk countryside.

From petrol we headed south to section 9, Bay Farm, more farm tracks, and then on to 10 at Worlington for more of the same. It was becoming a bit of a pattern. Every time we finished a section there would be a moments relief followed by, “Well it can’t get much rougher than that”, only to find, when entering the next section, that it could. Fair play to the organising crew, they said it would be tough, they were not wrong, our biggest surprise was that the car was still in one piece and that we were still talking to each other, and even, in between the “ouch” and expletives which could not possibly be printed here, we were actually having quite a few laughs, if only to numb the pain.

Section 11 was on the outskirts of Red Lodge at Park farm followed by the Herringswell section. Section 13 had been cancelled due to an outbreak of pig disease which allowed us a long road transfer up to Section 14 in the Kings Forest. This section started off well, usual bumps, sliding and avoiding tree contact and we were following the arrows as usual. Suddenly we ended up in a bit of a clearing with 2 other cars and shortly after were joined by a third. There was a large bomb hole which we had narrowly avoided dropping in to and we pulled up to check the diagram, which was what everybody else appeared to be doing as well. No one was moving so we decided to move off, roughly in the direction we had been heading in because the last arrow had been pointing straight ahead. We moved further in to the forest followed by one other who soon stopped and turned back and in the end we did the same. It was difficult to retrace our tracks but luckily we managed to get back to the bomb hole where we stopped again. We could see no other option than to go back the way we had come, even though it would be against rally traffic and see if we could at least find our way out. On retracing our route in we saw the arrow to show our route out! Unfortunately an earlier car had demolished a right turn arrow which was why we had all missed it – it wasn’t there. Much use of expletives followed along with the usual attempt at trying to claw back some time. We got to the end of the section and reported the problem but by then were running late again.

Luckily it was only a few yards from the end of 14 in to 15 at Ingham and we went straight in. It was a long section, seeming to go on and on, leaving us wondering if we would ever get to the end of it. As on other sections there was a lot of going round and over stubble fields which by now were fairly well cut up resulting in some interesting “fish tailing” in the car as I’d just kept the usual road tyres on the rears to help with the use of the hand brake. We eventually exited the section and made our way to 16 which was a rerun of Foxpin but in the reverse direction. This time the really bumpy section was at the beginning and actually eased a bit the further we went in. However as we got to the end of the first part to make a right to go round a field we could see three cars over the other side, stationary with their hazards on – not a good sign. We duly pulled up to be the last in the queue and could see the recovery crew up ahead trying to move a car out that was blocking the way. The minutes ticked by as we sat there whilst the crew worked hard to get the car out which was stuck in the deep sand. They eventually got it on it’s way after about 10 or so minutes and we waited to see what would happen next. The first car in front went off and just made it up on to the field followed by the next car. We started moving and headed for the same route but I didn’t give it enough right foot and we just couldn’t make the climb up on to the field. To get that far and not finish was not an option and luckily with a little help we got up on to the field and made our way to the end of the section, late but still in the game. We came out of Foxpin and had a longish road transfer up to petrol 2 which allowed us to claw back a little time and arrive at petrol on our due time out!

I decided to take a 10 minute stop instead of 30 minutes, not realising that we would be penalised for it, not being familiar with road rally timing rules, so that we would only be 10 minutes late in to the next section to try and stay ahead of OTL. In the end it stretched to 15 minutes when we left petrol and headed off to 17 at Croxton. This was another forest section of rough tracks through the trees but by now having spent all night being thrown about we were getting used to it and as we avoided any tree contact we were happy to get out at the end and on our way to 18 at Wretham.

The farm tracks of 18 were of the usual standard and there was beginning to get a little light in the sky as it was past 6-30 am and we were still going.

Continued on Page 26

Mini Sport Cup Continued from Page 25

A short run out of 18 got us to the start of 19 at Larkshall which was mostly farm tracks with some forest dirt tracks thrown in, for good measure. It was here that we came across a car on it's roof just after point 12, a 90 left through gate followed immediately by a 90 right. The crew were both out and walking round and there was just enough room to get past. We went to pass and were waved down by one of the crew. We naturally stopped and opened the window. "Can you tell us where we are?" came the request. We told him his position, politely suggested that perhaps his navigator should have been able to tell him, and then gingerly went to pull away on the soft sandy soil, whilst both of us wondering how he had managed to flip the car over in such a tight space.

Out of 19 and we could smell the finish. We were heading back toward Snetterton with only three sections left. We soon got to Hockham which passed without incident but then, unfortunately, wrong slotted on the way to 21 at Shropham. A retrace saw us arrive at TTC46 behind the car that had been trailing us for a while. We followed them on our minute only to have to make a diversion in to a field to get round them when they stopped in the section. We got through and just had Larling to get through for a finish. I think we arrived at Larling as the last car through, but knowing there were several we had passed during the last few sections. The course closer was waiting to go through but we had got there just before his due time. We got through the final section and found ourselves out on the road with a short run to Snetterton and MNTC50 and breakfast. The car was still running OK despite being a bit noisier, (as a result of the sump guard forming itself round the sump – as I was to find out later) but we had made it, we had got round the "One and Only" at our first attempt, for our first road rally and were pleased and relieved that we had made it.

There had been 90 starters, 34 had failed to finish and we ended up 51 out of the 56 finishers. We had made the mistake of missing some route check boards at the beginning of the night so in the end decided to ignore them and just concentrate on getting round which resulted in a huge amount of penalties but we weren't bothered by that, the main object had been to get a finish which was what we set out to do and for many a finish in the "Preston" is a win.

There is no doubt that this was the toughest motor sport event we have ever competed in. We did have some idea of what it would be like but it exceeded all of our expectations and the bruises were still coming out several days later. Still the car made it in one piece and after washing about 2 buckets of sand off the underside and another bucketful once I got it back on the lift, it seems to have survived the ordeal quite well. I've had to buy a new sump guard and perhaps I should consider buying one of those limited slip diff thingies which apparently can be quite helpful in those conditions, but, overall, a hell of an event, a great experience and a most satisfying achievement.

A big thank you must go to the organising team, the brilliant marshals who stand out all night, the wonderfully decorated controls with Christmas lights and to all involved in this amazing event which creates this wonderful unique atmosphere which draws competitors from all over the country and beyond, such is it's reputation.

Geoff & Maggie Bateman : Wigton MC

Wigton MC HPE Construction Autotest Championship



This year's **HPE Autotest Championship** was made up of monthly autotests and production car autotests and a single auto-solo. There was healthy competition for overall and class awards and regular entries of between 25 and 35 drivers on each event. Most of the events were held on sealed surfaces with three being held on grass during the summer.

Millom's Peter Wright (Mini) held on to the top spot in the FWD autotest class despite not contesting the final round with a 31 point advantage over Craig Stamper (Peugeot) in second position. David Agnew (Porsche 911) managed his second tied position this year but this time with Roger Pope of Cockermouth (Mini) with whom he tied for third place.

The FWD PCA class saw Steve Palmer of Maryport (Nova) leapfrog over Geoff Rae in the final event and take the top position with a seventeen point advantage. Dave Garner (Clio) took third spot with young Ben Rae coming just 4 points behind to give him the fourth place.

The RWD PCA class was dominated by Phil Hodgson of Penrith in his Mazda MX5 who won the class comfortably exactly double the number of points of second placed Rob Iveson from Shap (MX5) who narrowly managed to stay ahead of Brian Iveson by two points.

Terry Peat made the Specials class his own with 4 unchallenged class wins.

The autosolo championship was limited to just the single event this year which was a little unfortunate as the one event that was put on was enjoyed by all who took part in it. Hopefully there will be a series of autosolos in 2019.

EXMOUTH MC
BARBARA CARTER MEMORIAL RALLY
24/25TH NOVEMBER

The Barbara Carter Memorial rally will always be one of my favourites, mainly because it was the first event I won back in 2015. This year a few entries came in from Wales and as well as the top crews from the area the night was looking like a good battle.

The weather was wet. And with the narrow banked lanes in Devon it's always going to be muddy, even if it wasn't wet!

Noise Test, Scrutineering and Signing On went well for all crews except for Car 1 who was a no show and another crew had a navigator struggle to get to the event, so one of the supporters who travelled down from Wales jumped in the silly seat for the night.

Plotting was fairly straight forward and a lot better than previous years, managed to actually get it all on the map before leaving the start this time!

The route started off in the usual Barbara Carter patch with a short run out along the A3052 to TC1 just off Harpford Common, down to the white just before Newton Poppleford, past the codeboards that's always tucked back in the layby, let loads of us overshoot again! Around the Colaton Raleigh loop and back to the triangles and then into the Stoneyford whites to TC3. Down through Barbara's fords and down to a large diagram involving slotting in the left around some trees and then back across the road around trees on the other side and then back to the road. Down around Yettington to where Clerk of the Course Peter Barnard was to let crews know there was a tree down blocking the rest of the section, so the section then finished and followed a slight detour to the start of the next section at TC6.

Dan & Nick Darkin (Impreza) were quickest at the start dropping 3:38 with Damian Cole & Michael Gilbey (Mk2 Escort) second on 3:46 and Adrian Beer & Paul Hoad (MG ZR) in third just 1 second behind. Quickest Semi's were Phillip Luxton & Alex Giles-Townsend (Rover 25) on 4:46 with Luke Quinnell & Kayleigh Dingle (MG ZR) second on 12:27 after missing a code board picking up a 5 minute penalty (no fail's in this area, just time penalties). Quickest novices were David Webb & Sophie Louise Buckland (Sirion) on 8:23 with Steve Wellman & Derek Mines (206 GTi) in second on 9:50. The Clubman section of the event (still using the whole route, just not needing a competition licence) saw the last minute paring of Phil Jones & Jamie Mills (Impreza) well ahead dropping 5:11 with Dave Boucher & Chriss Beer (Mk2 Escort) in second on 6:27 and Michael McNaulty & David Bisp (MG ZR) in third on 15:55.

A short section now around the back of Woobury with a few plots with approaches and departs defining the correct route around a few loops. Before long it was TC7 just outside of Exton and the end of the section with most crews cleaning it.

A neutral section took crews along the A376 away from Exmouth and to the back of Westpoint showground for the start of the next section. Running around the Holbrook Farm white and down to Hill Barton before heading north to finish next to Exeter Airport.

Another short and sweet section with several crews cleaning it again. Beer/Hoad dropped 14 seconds though which dropped them down the order and moved Brendan Wellman & Daniel Pidgeon (206 RC) up to third. Unfortunately this is where we lost Mike Saywell & Andy Ballantyne in the 106 Rallye with gearbox issues.

The next section saw the next real droppers of the night. Starting just north of Broadclyst running through Ashclyst Forest, past White Down Copse and across to Clyst Hydon, Langford Green and around the Weaver triangles before heading east to Dulford, across the A373 at the Priory and back to the A373 to finish the competitive sections of the first half.



Photos Courtesy of Motion Media
www.facebook.com/motionmediauk1

Continued on Page 28

Barbara Carter Memorial Rally **Continued from Page 27**

James How & Jake Ramsden (MG ZR) were quickest through dropping just 7 seconds. Wellman/Pidgeon dropped 10, moving them up to first overall due to previous leaders, the Darkins, losing three minutes looking for a Route Check that was missing for some reason. Cole/Gilbey dropped 13 seconds which moved them up to second just 1 second behind the 206 RC crew. Luxton/Giles-Townsend dropped 54 seconds in the Semi-Expert class with Quinnell/Dingle dropping 5:19. Webb/Buckland had a great section in the novice class just dropping 53 seconds extending their class lead ahead of Wellman/Mines who dropped 3 minutes. Simon Beecham & Greg Evans (Satria) were quickest Clubmen moving them up to second in class dropping 2:33 with Jones/Mills dropping 5:11 and McNaulty Bisp dropping 17 minutes. Boucher/Beer had a bit of a stinker section picking up 20 minutes of penalties.

Down to Petrol at Culumpton Services just off the M5 where we lost another crew, Jordan Gullick & Jordan Dziadulewicz with their BMW 318ti playing up, an engine blowing up in their car a week before the event they did a great effort to get it running for the event, but seems like there wasn't quite enough time to iron out an issues.

After topping up with fuel, cleaning off the lights and enjoying the 24 hour McDonalds crews were back out again starting on the motorway bridge just outside of Westcott. Down towards Bradninch and slotting right onto Strawberry Hill which is used as a trial section on other events. It was pretty muddy and slippery and with the extra addition of what looked like a garden shed dumped half way up it was one of the best roads of the night. Looping around Bradninch and around the large triangle next to Rode Moors through Bunneford Cross around the North of Cullompton and back over the big yumps by Leonard Farm and then through East Butterleigh & Butterleigh before the end of the section just before the A396.

Wellman/Pidgeon & Darkin/Darkin both cleaned the section with Beer/Hoad third dropping just 5 seconds. Semi's saw leaders Luxton/Giles-Townsend drop 1:10 with Quinnell/Dingle dropping 1:42. Novices saw leaders Webb/Buckland drop 1:39 with Wellman/Mines dropping 4:36. Clubmen leaders Jones/Mills extended their lead dropping 1:04 with Boucher/Beer moving back into second in class dropping 2:40 with Beecham/Evans dropping 4:12.

Heading north up the A396 the next section started by Yearlstone Vineyard heading up to Patcott, down the valley past Huntland and back up the hill to Well Town, Way Village and over onto map 191 heading down to Stockleigh English and to the finish of the section just south of Woolfardisworthy, a pretty easy section to clean with just 5 crews dropping time.

A neutral ran down through Kennerleigh to TC25 next to Pidsley with the section running around a few mapped triangles and finishing just outside of Crediton, another 'filler' section with just 4 crews dropping time.

The next section started just south of Crediton next to Fordton which headed south quickly passing Pathfinder Village, over the A30 and down to a mega not as map section next to Windout Farm. What looks like a steep downhill into 30 right into 90 left on the map turned out to be a 30 left into 45 right into steep downhill 45 left into 60 right, 45 left into 60 left, hairpin right, hairpin left, 30 left, 30 right over bridge. All a bit of a surprise under trees with a lot of leaves on the ground! A few crews hear thought they were in Sweden and used the banks to bounce down the hill. Down to the edge of Dartmoor and round a large mapped loop before crossing the top of Dunsford and down to the B3212 to long way. Past Cotley Wood and back across to map 192 with a slot right on the turn to catch some crews out. Around a few loops north of Haldon Forest and to the bridge over the A30 just North East of Shillingford St George for the end of the final section. Unfortunately due to a few timing issues the last three droppers in the last section were lost meaning no positions changed late on.

A final bit of drama with some members of the public involved in a RTC on the run back meaning crews had to take a different route down a yellow which turned out to be one of the roughest roads of the night. A run back around the edge of Exeter and back to Greendale Business park for the finish of the event.

After a great breakfast and a bit of chin wagging with fellow competitors the results were announced and it was time for everyone to head off. A great route put on by Pete Barnard with the help from the Barnard family and other members of Exmouth Motor Club.

After 3 years of trying we managed to win the event again by 33 seconds, a big thanks to Brendan for driving around the route and listening to almost all of my instructions! Thanks also to SC Performance and Titan Exhausts, both in Taunton for sorting the car out after our long run of bad luck. Well done to all the other crews for a great battle all night. We'll see you again out in the lanes on the Bagger in January!

Daniel Pidgeon, Car 4 – Peugeot 206 RC, 1st Overall



Photos Courtesy of Motion Media
www.facebook.com/motionmediauk1

Mini Cooper Register NORTHUMBERLAND BORDERS RALLY

17th November

JUST seven days after winning his class and finishing third overall on the RAC Rally of the Tests, Steve Entwistle was back in action with 6 EMO for the Northumberland Borders Rally.

Entwistle, from Rishton, near Blackburn, was out in search of back-to-back victories after winning last year's event – his third in total – with Andy Pullan in the navigator's seat.

Out to stop him were some of the top names in Mini rallying, including Graeme Corthwaite and Ali Procter, who had been mapman for Entwistle on the Rally of the Tests, and racing driver Andy Harrison, tackling the event for the first time in the late Barrie Williams' Mini 120 MNP.

Organised by Niall Cook on behalf of the Mini Cooper Register's north-east section, the Northumberland Borders enjoys an unrivalled reputation as one of the Mini events to contest.

A lunchtime start from Heddon-on-the Wall saw crews tackle nine tests in Lambton Park, used as a special stage on the 1991 Lombard RAC Rally, before a tea halt, and then 100-mile night navigation section finishing at Alnwick.

"It was a quick turnaround after the Rally of the Tests, but Mini Sport gave 6 EMO and wash and check over, and we were good to go," explained Steve.

"The tests in Lambton Park were brilliant, very fast but a variety of surfaces including grass, broken concrete and tarmac, which was very slippery.

"We were happy to emerge from there in one piece, just behind Graeme and Ali, with the night section ahead of us.

"The organisers had done a great job in plotting some interesting roads, all well-marshalled, together with a variety of tricky sections on private land and farms.

"One farmer had really got into the spirit of the rally by putting out straw bale chicanes and arrows, which was really reminiscent of the sport in the 1970's."

Lying second halfway through the night section, Entwistle and Pullan capitalised on an uncharacteristic error by Cornthwaite and Procter which cost them a minute – and the rally lead. But the positions were reversed shortly after, when Entwistle and Pullan also made an error, which cost them three minutes, the lead and the rally.

"It was just one of those things that happen in rallying," said a philosophical Entwistle at the finish.

"We had a great battle with Graeme and Ali, and to be fair, they deserved to win.

It was a brilliant event, superbly organised by Niall Cook and the MCR with some great venues and roads. It would have been nice to pick up a fourth victory, but it'll just have to wait until next year!"

*Steve Entwistle would like to thank Mini Sport of Padiham and Paddy Hopkirk for the loan of 6 EMO.



Results:

- 1: Graeme Corthwaite/Ali Procter 25m 23s
- 2: Steve Entwistle/Andy Pullan 27m 40s
- 3: Keith Proudfoot/James Heron 53m 02s.

Mini Girls Rally Team Report



Wow!!! What a fantastic year!!! The Team are delighted to say we did it!!!! Mini Girls Rally Team 2nd year completed! Last year we were delighted to Finish 2nd in Class! And who would have thought we could top that!!? But we have!! We are over the moon to announce We have finished the year 1st in our Class MC4 and 2nd yes! 2nd overall in the HRCR Mini Sport Mini Cup Championship!!!

Hall Trophy ,Blyton 8th was the Final Round of HRCR Mini Sport Mini Cup Saturday 24th November 2018. Only 800 mile round trip from Isle of Mull and of course the ferry.

Reflecting on the event,I would like to firstly say what a fantastic event to finish the year on, a huge well done and Thank you to Clitheroe and District Motor Club, what an event you put on, faultless Rally so well organised and the best of the year! Thank you to all Marshals, Organisers, Safety Crews and recovery, We had a fantastic time!

The Rally was located at Blyton Park Driving Centre, which is a race track used for many motorsport events, track days and manufacturer testing, it is very fast and flowing. Different from any other event and was a new challenge. The track was extremely slippery on the day and we went for wet tyres which was the right choice, a few scary moments were had but as always we had great fun! And believe it or not we managed to not even scrape a chicane or kill any of the many cones along the way!! It was different catching or being caught by other vehicle, with 2 or 3 loops around each stage and competitors being on different loops at times it was like wacky races!! Different from the rest of the season! We even got 2 stages in the dark! I love the night stages but anything I've done before in the dark I could only see light from in front or behind, this was different being a race track, lights coming in all directions!! But it was fantastic no problems with the vision!! The aim was just to complete the event and get to the finish!!! The Marshals were fantastic! but it was quite strange as we have been handing sweets out all year at controls to say thank you to the Marshals, but this Rally the Marshals were handing sweets to us!! It was brilliant! And we had great comments from them! "do you girls always Smile?" "Yes we do!!" "You girls are having far too much fun" Yes we are!! "Are you sponsored by Colgate?" No we're not! "Well you should be with those smiles!"

Well once again we did it!!! And what a result at the end of Mini Girls Rally Team's second season. That's every Rally finished in the last two seasons!! With positions on event from 3rd to 1st. This year 6378 miles travelled! 14 ferry journeys!

The team is learning continually and growing in experiences, we have met so many wonderful people who have encouraged us all the way! We have made some great friends, and we are a very happy team and Thank you All!!! Prize Giving in February

I and the team have many people to thank.

Firstly Thank you to my left hand woman, Heidi Woodcock, you have kept me right all year, we have battled Snow, Sleet, monsoons, freezing temperatures and extreme heat! We have had tears and laughter all along the way!! The tears were also through laughter! No sadness in our team pure fun all the way!! Thank you Woodstock!!

Thank you to the team sponsors Mini Sport Ltd, TSL Ltd, Skyhook Helicopters, Mini Cooper Register, Alsop Transport, Tunnocks, Ingelias Island, and Mike McVeigh.

Also a big thank you to Diddy Dave (Dad), Chris Woodcock, Lewis Peel and Michael Anderson ,for looking after the team and keeping the Mini once again in 1st class performing conditions throughout the year. We couldn't do it without you all and we are extremely grateful of your support.

Louise Scarlett : Mull CC

The Cobble Shop Knockhill Stages

The Knockhill Stages Rally was an event which hadn't even crossed my mind, that was changed once Mr. Ellison got in touch with me to say there was a driver (Paul Gorge) desperately needing a navigator, or sack of spuds – I think I qualified as the latter!

Fresh off the back of a seriously disappointing Pok-erstars Rally (driver suffering the 6 P's), I was ready to get a taste of rallying again before the end of the 2018 season, so I got in touch with Paul and agreed to head "Up North" and sit in with him. All I really knew about Paul at this stage, was that he's a Scouser, and drives a "hairdresser car" (Mazda MX-5) – so naturally my expectations were set fairly low as I don't know many Scouse Hairdressers who rally! What I did do in advance was add a handful of locking wheel nuts onto my car – just in case!

We were entered in the MX-5 Class of the MSN Circuit Rally Championship, and knew we had our work cut out if we wanted to come away with a class win as the competition was tough... us vs us & us & us... so yeah, we actually just needed to finish! Which in itself wasn't going to be the simplest of tasks as, in true Scottish fashion, the weather was mad. I think we had every type of weather you could ask for. Starting the day with bright sunshine, and ending in sleet and pouring rain, with temperatures never getting above 1 or 2 degrees (at least that's how it felt). This made for very interesting and tricky driving conditions, which caught a lot of people out, including ourselves but not too badly!

Thankfully my stereotyping for the Scouse Boy was totally off, and from the get go we gelled really well and kept smiling throughout the stages. On the very first stage, we (mostly Paul) managed to hold a pretty impressive tank slapper coming into a fast left-right-left section of the stage, Paul showed off his drifting abilities whilst I repeated "You've got this mate, you've got this mate" over the intercom – did I believe he had it? Did I hell! But it was a lovely confidence boost for him at least! Our mishaps continued throughout the day (about 2 per stage), including ramming a water container into a chicane (luckily empty), and creating our own off-road section on about 3 or 4 stages.

The most exciting part of the day however, had to come from James Strachan and Cathy Shergold on one of the final stages. They blasted past us in their little Peugeot 106 just before Taylor's Hairpin, but then proceeded to overcook it exiting the hairpin, resulting in a rather spectacular pirouette in front of us just before the split – all caught on camera!

The Mighty MX-5 didn't miss a beat all day, and is certainly a credit to Paul Sheard Autos who build and maintain it. We came away as 33rd Overall and (of course) 1st in Class, which meant we got a lovely trophy to add to the mantelpiece! A big thank you has to go to Paul Gorge for a brilliant day of rallying, and to all of the organisers and marshals who braved all weathers to allow us to go racing – the real legends of motorsport!

I hope you have all had a wonderful Christmas! I'm off for more turkey sandwiches!



Dan Hurst : Eden Valley MC



This was an early start..4am alarm clock alert to arrive at Richards house in Warrington to set off for 5am. This was so we could hopefully get a good spot in the service area as it was expected to fill up pretty quickly with everyone having the same idea. On arrival some three hours later we had a nice surprise as there was plenty of space available but of course all competitors weren't here today as there was Sunday's event too. We set up then headed to scrutineering then noise which should have been the other way round. After asking some marshals no one seemed to know which round and didn't seem to matter! Service was by Dave Cutler, after giving the car it's final check over we changed the dry tyres that were on to wets. Our start time approaching we had the drivers briefing, becoming excited now . . SS1 start time 11-27



SS1..Heading out through the tunnel after two medium rights it was extremely slippery, we had quite a moment

Uphill into a medium right, the car slid right, left then right again, thinking we were about to go off after the third corner would not be a great start to the weekend!! Richard doing a sterling job of keeping the car on the very greasy surface. The outer track section was a lot better finding more grip and going quicker now. Into service and we were both commenting how much lack of grip there was on the infield section.



SS2..Same direction and course for this stage, quite a few people spinning off on the infield pushing a little harder now. We finished this stage with no dramas.

SS3..Change of stage for this one, some good fast sections with a couple of hairpins after a long straight down past the pit lane, into another hairpin onto a long right hander on the banking. Still very slippery on the infield, a few stranded on the gravel after having an off, once on there you were really stuck into it.



SS4..By this time we were running 38th overall and third in class, Richard going well still fighting with the slippery infield section, good clean run and into finish, service was half hour giving the car a quick check over.

SS5...Route was the same for this stage as previous, but now going dark so the lamp pod was brought out and set up, Richard now getting to feel the car more with this being his third event, with this car, commenting it was like an Escort on corner exits which it was, quite sideways which was great fun!!



SS6...This being the last stage of the day was completely dark by now, good lamps really lighting up the route ahead Richard was still quick in the dark and had moved up into 36th position and second in class, good clean run, doing well. We ended the day in good spirits, locked everything up secured everything down and headed off to our hotel for the night.

Sunday morning was a good clear day, no rain about which was a good sign of a good day ahead...arriving at the circuit Richard had noticed that some low life had attempted to brake into the Eco trailer box, forced open the locks, luckily nothing of any value had been left in overnight...you can't leave anything, we'd also padlocked a large sack truck to the trailer hitch lock!!..

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**Photos Courtesy of
Chris Drewery Photography**

Rockingham Stages

Continued from Page 32

SS6..Good start to the stage, still a bit slippery in places, we were doing well in the small twisty sections, catching up With more powerful cars and occasionally being quicker than then through the twisty sections to virtually slowing us down and me on the horn!!...Richard noticing that the water temperature gauge had dropped and started to flicker.

Once back into service the wiring appeared to be all ok so couldn't find anything wrong thinking it could be the gauge that's faulty.

SS7...heading into the stage the intercom stopped working on my side, three wires had broke away from the solder from the helmet intercom connector so we did this stage with hand signals and me shouting!!.,Richard only hearing me occasionally, getting more feel to the car Richard mentioned that the brakes were standard with uprated pads which was quite hard to believe as the car been stopping really well!!!..now you tell me!!!!.. Good stage, going well, really enjoying the day, back to service.

SS8..The water temperature gauge again was playing up, needle up and down and vibrating, figured possible faulty gauge or loose connection somewhere, would find out what the problem was back at service. Good run now with a lead of three minutes in class from the second car

SS9..having cured the temp gauge being a loose connection at the sender, a quick nip with a pair of pliers we set a good stage time, crept up to 35th overall still leading the 1400cc class with a good lead.

SS10..car fuelled and a tyre change headed into stage with a great feeling we were going well, leading the class and in a good position, now 35th overall, still first in class but now with a 5 minutes lead!!!..we were flying!!!..back to service, no dramas, good run.

SS11..Headed into stage after a one hour service, a change of route, into the first chicane, medium left through tunnel into medium left uphill to medium right, we exited the corner to a vibration, front nearside, thought puncture at first, became worse, cv joint maybe, slowed right down, pulled onto the grass, 15 foot onto the grass the front nearside wheel parted company with the hub...all four wheel studs had sheered off completely . . it was over for us, both gutted...all we could do was watch the rest of the event till recovery arrived to take us back to service..

Had a great weekend of motorsport regardless of the outcome, would like to thank Dave Cutler for a splendid job of servicing and many thanks to Richard for allowing me to sit alongside him.

Adrian Lloyd : Liverpool MC



**Photos Courtesy of
Chris Drewery Photography
chrisdreweryphotography@yahoo.co.uk**



Liverpool MC drivers raise £800 for North West Air Ambulance

Liverpool Motor Club wishes to thank drivers taking part in its Aintree events this year for generously raising the magnificent sum of £800 for the North West Air Ambulance Charity.

Drivers were given the option of simply adding a £1 donation to their entry fees when booking on-line, and then at the Club's annual dinner in December, a raffle raised a further £350.

Lynn Whittaker of NWAA thanked the Club and its drivers for the donation which will help the organisation continue to give vital support to casualties throughout the region. The charity receives no regular support from Government or the National Lottery, so every donation, no matter how small, contributes to keeping the three air ambulance helicopters flying.

**Could you do something
similar at your events?**



**NORTH WEST
Air Ambulance
CHARITY**

Caernarvonshire & Anglesey MC
PENTRAETH AUTOMOTIVE GROUP
GLYN MEMORIAL STAGES

24/25 NOVEMBER

Delighted to have claimed our second podium of the year yesterday after what was a phenomenal drive from Rob over the weekend.

Obviously disappointed for the championship not to have gone Rob's way, we always knew that it was gonna be a long shot at coming out both as champions yesterday, but it has to be said we left nothing out there on the stages. Rob absolutely gave it his everything in order to keep us doing everything we needed to do and that's exactly what we were doing until 4 stages from the finish. Unfortunately our best wasn't quite enough this time, in a fair fight with loan Lloyd/Jonathan Jackson they put in a storming drive on Sunday to jump from 4th to 2nd through the day and grab 2nd in the championship! Believe us, we tried everything possible to keep you behind and get back in front! Great to be battling again!

Also a huge congratulations to Eddie Lewis on being drivers champion. Well deserved after a strong year. It would have been cruel on you had you not got the job done.

Although it never went our way, I don't have the words to describe how proud or happy I am for Rob in achieving this result. It really has been great to watch him develop and grow as a driver over, not only this season but the last 18 months. His car control is second to none at times (some Escort's would be proud of the angles we've been at this year!!) but the hard work and dedication to his rallying has paid off.

Rob has barely put a wheel wrong all year, probably being one of the most consistent drivers in the championship, and has a 100% finishing record for his entire Junior career of only 13 events! We've managed to complete all 60 stages and 308 stage miles of the season without a stage maximum, without bending a wing, door or hardly anything other than dropping a handful of seconds. The only damage came to the boot at Weeton after some issues with the brakes and reversing into a stout bush! Not only have I seen him grow as a driver but as a person too. The last 18 months has been an absolute pleasure mate!

At the end of Anglesey in April, I posted a phrase 'Maybe it won't work out! But what if it's the best adventure finding out if it does?' Well this season couldn't have lived up to that phrase any more. It has been an adventure and it certainly, very easily could not have worked out!

So for that, not only am I delighted and proud for Rob but also for Cotton Competition and the team we have developed over the year. For them to have taken an undoubtedly huge risk in building a completely unproven/undeveloped car in the Toyota iQ that had done less than 10 miles before SS1 of the first round back in April to 2 podiums in just 7 events is a feat in itself. A huge, unreserved amount of thanks has to go to Steve Cotton (and Joyce) for their unwavering support and trusting me with looking after their teenager out on the stages.

Steve's dedication, experience, attention to detail and preparation is again, second to none, and makes sitting in the car very very easy. That preparation is clear to see when we have never had to lay a spanner on the little iQ for the entire season. The hours of R&D and development, I simply can't imagine. There were very few motorsport parts even available for the iQ when the build was taking place so Steve and Rob have had to make the majority themselves.

Also a huge thank you to Dom Brayfield, Tom Grice, and Ben Jones for crawling around underneath, fitting tyres, changing Passat punctures and wing mirrors and of course the banter. Without you boys this year wouldn't have been possible. Thank you

Not only have those lads got us through the year, they slept for 6 hours in 48 as they turned Mark's Escort around from bodyshop to scrutineering in just 6 days and again, they never had to put a spanner on it! Congratulations to our teammates Mark Kelly/Neil Colman on their 2nd overall. To have both cars in podium positions is an absolute credit to you all.

This season also simply wouldn't have been possible without all our sponsors, Steve Brown from Questmead Ltd was the first to offer help through Mintex Brakes UK & Ireland and FUCHS Lubricants UK plc. Then D Whittaker Crash Repairs, Hunter Engineering, and Brad Blunt (Blunt Force Products) came later and finally Rob becoming Professional MotorSport World Expo British Junior Driver of the year. Thank you to every single one for putting your faith in us. We hope we've done you proud.

What's that saying? I'll save the best till last! Yeah that's it... I have to say another, final, massive thank you to my wife Helen Williams for your support and understanding in letting me disappear for numerous weekends chasing around the country doing crazy things in cars and putting up with being a rally widow, the year long highs and lows and rally chatter and stories. Without that I wouldn't achieve half the things I do

Formula 1000
RALLY CLUB



Rob Cotton / Chris Williams

Saving Steve Johnson's life Twice!

Today myself and some other eager learners saved Steve Johnson's life. Well not really. As much as Steve loves crashing his cars, this time it was all just pretend. Unfortunately, the reality is that no matter how hard we try to avoid it, accidents happen and marshals in motorsport events need to be prepared for any eventuality. As myself and the others quickly learned that even simple mistakes such as approaching the driver from the wrong direction could have serious consequences. Overall, the First on Scene course supported by BMSTT and run by Steve Johnson and Jon Aston was incredibly informative. With many years of experience to draw from, they were both well equipped to explain what needed to be done, when it needed to be done and why.

The first order of the day was a quick ice breaker where everyone introduced themselves and what experience they had. What struck me most about this was hearing about the variety of experiences people had and the range of motorsports available to everyone. There were a couple of ladies there who mainly competed in off road racing 4x4 racing. It sounded like so much fun, I wonder if dad would consider changing the Fiesta for a Defender? There were also people there who mainly competed and/or marshalled in stage rallies, some of whom have been doing it for over 50 years! Then at the other end of the spectrum there was a 13 year old lad who loved motorsport and wanted to get more involved.

Then of course there's little old me and my daddykins who mainly compete in autosolos and marshal for various events. Who knows, we might even do a Targa at some point. We both love all the different motorsports and we always love marshalling just as much as competing. I myself have marshalled on road rallies, Targa's and of course good old autosolos. I always find that marshalling not only gives you chance to meet and chat with a range of different people but it also helps you learn so much about the sport itself. Not to mention the front row ticket to fast cars, loud noises and the smell of burning rubber. What more could you want!

Anyhow, after the ice-breaker Steve went through a slideshow with us which included various dos and don'ts of being first on scene following an incident. It's amazing how much difference a marshal can make to an incident. Marshals are imperative to Motorsport and the work they do following an incident could literally mean the difference between life and death. I would urge anyone who thinks they know how to marshal to do this course as there are a lot of things that you wouldn't necessarily think about being an issue that could cause serious problems.

Next was a practical session which to be honest we all failed miserably at. It was however a great opportunity to visualise the situation so that we could be slightly more mentally prepared. It was really useful after the practical to have a discussion about our performance so that we could see why it was so important to do certain things (like putting the warning triangle out) so quickly. Of course, nothing can prepare you for the real thing but it was as close as we could get without actually crashing Steve into the wall of Blackburn Services.

Overall, it was a great couple of hours and everyone seemed to enjoy it. I definitely feel more prepared for dealing with an incident either within motorsport or just in day to day life. I would urge anyone who has an interest in motorsport or is active in motorsport in any way to get signed up to one of these courses and start marshalling! You don't need to do a course to marshal however there are loads of free courses available through Motorsport UK and they are well worth doing.

I look forward to seeing you all out there.



Mel Morgan – NW marshal and AutoSOLO driver.

My first car event

The U17 motor club PCA , funny story. I hadn't been fourteen for very long in fact eleven days to be precise, so It was more of a not so late birthday present. I'd been waiting to drive in an event like the one at Blackburn for ages ever since we went to the Warrington car club PCA in the quarry doing marshalling with Maurice Ellison .

On the day at Blackburn I knew how to start a road car; But I guess a Classic Mini isn't really the same thing. Before the event started I had a lesson with a driving instructor, which was very helpful, I got to drive the course at a normal pace so by the time I got in the mini I knew the course better than my 'navigator' if I can call him that.

In the morning I think I did well, I mean not bad. But after Lunch I'd subconsciously decided I would like to try being a cone basher, (Steve) I'd like to just apologise now for demolishing two cones. Luckily neither were badly injured, that I am aware of. Side note, everyone who was at the event was so supportive, like it's not even funny how kind everyone was. Hats off to everyone there. As well as the amazing drivers. I mean not that I'm jealous at their amazing ability to drive-what are you talking about? I had an awesome day, and by the end my dad wasn't even complaining about clutch control that's a bonus. I've been to a couple driving lessons since and I've found myself being told to slow down a couple times especially when going around cones but I didn't hit any though and I didn't spin the wheels once . I'm learning the rules of rallying, **don't hit anything and go fast**. I think that's about it.

Throughout the day, me and my dad who was my 'navigator' had a couple of "Left! - No wait right! No left!" by the end of it I'd already gone right which was the right way, after all. So much for my so called 'Navigator'.

My first motor sport weekend included driving lesson, U17PCA , First on scene marshal training , navigating and another PCA on Sunday, marshalling and helping set the course . We've signed up for SD34 championship.

Jess Crawley



Driver U17 PCA all in one piece



Navigator PCA Wern Ddu : Warrington & DMC



First PCA route -Got It

Gemini Communications

RALLYING

Golden Microphone Trophy 2018

Following '1st on Scene'

O/A	Call Sign	Operator	Score
1	G 23	IAN DAVIES	157 points
..	G 01	BILL WILMER	157 points
3	G 59	MAURICE ELLISON	140 points
4	G 25	CHRIS WOODCOCK	127 points
..	G 13	STUART DICKENSON	127 points
..	G 56	TONY JONES	127 points
7	G 04	IAN WINTERBURN	109 points
8	G 21	DEREK BEDSON	99 points
9	G 02	GRAHAM COOKSON	98 points
10	G 11	MARK WILKINSON	97 points
..	G 50	DAVID PEAKER	97 points
12	G 03	LES FRAGLE	79 points
13	G 33	JOHN ELLIS	75 points
14	G 17	ROBIN MORTIBOYS	70 points
15	G 55	STEVE BROADBENT	59 points
16	G 32	BRYAN FLINT	54 points
17	G 14	ADRIAN LLOYD	50 points
..	G 38	SEAN ROBERTSON	50 points
..	G 41	JERRY LUCAS	50 points
20	G 48	PETER LANGTREE	48 points
21	G 06	DAVE CROSBY	40 points
..	G 58	GEOFF INGRAM	40 points
..	G 26	MARK DICKENSON	40 points
24	G 09	KEITH LAMB	39 points
25	G 31	DUNCAN STOCK	38 points
26	G 70	DAVID MAINPRICE	30 points
..	G 24	PAUL HENRY	30 points
..	G 07	TONY & AVRIL LEE	30 points
..	G 53	TOM & VICKY MERCER	30 points
30	G 42	ROGER WHITTAKER	20 points
..	G 19	JAMES ATKINSON	20 points
..	G 65	BRIAN EATON	20 points
..	G 10	BRIAN KENNEDY	20 points
34	G 46	RAY KAVANAGH	18 points
35	G 28	ANDREW TAYLOR	15 points
36	G 64	DAVID BELL	10 points
..	G 39	KEVIN JAMES	10 points
..	G 35	EVE & G FISHER	10 points
39	G 25	GERRY MORRIS	5 points
40	G 05	STEVE COOMBES	0 points



Previous Winners

1998 - Dave Crosby	2009 - Paul Henry
1999 - Keith Lamb	2010 - Eve Fisher & Graham Bray
2000 - Ian Davies	2011 - Stuart Dickinson
2001 - Tony & Avril Lee	2011 - Stuart Dickinson
2002 - Keith Lamb & Adrian Lloyd	2012 - Tony Jones
2003 - Stuart Dickenson	2013 - Tony Jones & Peter Langtree
2004 - Dave Crosby	2014 - Peter Langtree
2005 - Chris Jarvis & Stuart Dickenson	2015 - Ian Davies
2006 - Tony & Dan Turner	2016 - Ian Davies
2007 - Tony & Dan Turner	2017 - Ian Davies
2008 - Chris Jarvis & Lee Skilling	2018 - Ian Davies

2019 : It could be YOU



OPENING ROUND OF THE MOTORSPORT UK BRITISH RALLY CHAMPIONSHIP *'The 64 BTRDA Cambrian Rally'*

16th February 2019

To all Safety Radio Crews - the 2019 Cambrian Rally.
Firstly - this year as well as being a round of the
BTRDA Championship it is also the opening round
of the UK BRITISH RALLY Championship:

The Cambrian Rally is an exciting addition to the series,
with iconic Dayinsure Wales Rally GB stages, as used in
the World Championship, the scene for the first battle of
the season. With unprecedented support from Conwy
County Council, this British rallying favourite will form the
curtain raiser in February next year.

With Christmas and New Year festivities coming fast I'd
like to remind you that the 2019 Cambrian Rally will ALL
BE RUNNING ON ONE DAY on Saturday the 16th Feb-
ruary.

Please let me know if you can help and make a note of it
in your new 2019 diaries before they get full of other
dates, this would be most appreciated.

Many have already advised me of their involvement and
you don't need to re-do, but we do need a lots more ra-
dio crews with five stages to cover please.

The stages being used on the event are listed below, so
if you want a place on your favourite stage or Stage
Commander, please advise me which one.

In the Clocaenog Area we will have stages running - -
(times are approximate)

Clocaenog East 09:00 and 13:30 -- SC Arthur Jones

Alwen 09:30 and 14:00 -- SC Ian Evans

In the Betws y Coed Area we are running

Gwydir 10:30 and 17:45 -- SC Mark Wilkinson

Crafnant 11:00 and 18:00 -- SC Phil Mostyn

Llyn Elsi 15:00 and 17:30 -- SC Jon Aston

Please email me (w.wilmer@btinternet.com) if you can
help with radio safety cover - also if you can assist with
our B system tracking or car checking, we are always
short on this side.

I look forward to hearing from you soon.

Bill Wilmer

2019 Cambrian Rally GB, Event Safety Coordinator

Mob 07973 830 705

<http://geminicomcommunications.org.uk/>

Loads more information on the Event Web Page

<http://www.cambrianrally.co.uk/>

Gemini Communications

**Clitheroe
& District
Motor Club**



**Jack Neal
Memorial Stages**

Blyton Park

9th February 2019

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- Can't hear other radios?
- Control is "back of box"?
or just in a poor location

Masts and antenna's always in stock
Ask Bill for details

- Getting Bad Reception -
 - Can't hear other Radios -
 - Control is 'Back of the Box' -
- Been located in a bad place in the Forest

--:--

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Radio Mutterings

Production Car Autotest and AutoSOLO and First On Scene Marshals Training

1st December 2018

It's a grey and overcast Saturday afternoon as a head across to the motorway services in Blackburn, just off the M65 at Junction 4 for the opportunity to refresh my first on scene marshals training alongside the opportunity to watch some of the 'live' under 17 MC / Accrington MSC action.

In the car park the competition is well underway as I arrive early afternoon to await my scheduled 15:30 training slot. The enthusiasm of both the competitors and marshals is evident for all to see and provides the opportunity to promote our sport to those simply taking a break in the services.

After watching the action it's time to take a break in the warmth of the services and for those who want it the training session provides a meal voucher which is much appreciated. Whilst waiting for the next session there's time to catch up with one or two old friends I haven't seen for a while and the Gemini 'clan' is well represented, with Bill, Ian and Helen attending the earlier afternoon training session.

For the last session of the day there are eleven of us, a mixture of experienced old hands and rather pleasingly a couple of marshals new to the sport. Our trainers for the day are Jon 'the Dakar' Aston and of course Steve 'the fire' Johnson. The session is split into two, first a classroom based session led by Jon and then secondly a practical out in the rear service yard led by Steve and assessed by Jon.

The classroom session explores all of the basics of what do to if you are first on the scene of an incident and takes us through how to look after ourselves in the first place and then how to deal with an incident and any casualties. The course is broad ranging and covers everything from what to do when you arrive at a stage, through establishing team roles, risk assessment and the how practically you should respond if the worst happens. Along the way we learn the basics of immediate first aid, how to summon help and the importance of the contribution of the various roles within a sector marshalling team. When Jon asked 'who wants to have the triangle', for one brief moment I was back in time at my primary school and the horrors of the school orchestra !!.

The session also makes use of the Dr Ben Shippey FOS video and the British Heart Foundation CPR video. A couple of hours flies by and Jon is adept at keeping the attention of his audience, with a little light banter and story telling along the way. Most amazingly our trainers, ever the 'professionals', only managed to mention the MSA a couple of times, I guess we will all soon get used to our new branding !.

Continued on Page 40



With the classroom over we split into two teams and a sector marshal is appointed for each and Steve reads the brief for the practical exercise. We are on Junction five of a rally stage and hear a rally car go off, somewhere beyond our junction. It's then time for each team to head out into the darkness and rain (realistic rallying conditions) and role play our response to the incident faced. Once outside we find a rally car stopped and Steve playing the role of a very distressed and injured ? driver. As we each play out our assigned roles, hopefully applying the classroom learning Jon stands back and assesses our actions and performance. It might be an exercise out in the dark and cold, behind a motorway services, but the opportunity to practically apply what we have just seen and heard in a safe environment is really important and very much appreciated.

Once both teams have had a chance at the exercise it's back inside to the warm and dry of the classroom for a hot debrief and Jon's assessment, with a few words from Steve thrown into the mix. Although both teams did well there are lessons for us all, that's why such training is important no matter how experienced you are or how many times you have been on this or similar courses in the past.

A big thank you to Jon and Steve and to the British Motor Sports Training Trust who made the event possible for the 33 participants. For those who want to catch up on future training opportunities, including the annual live fire training at Blackburn you can do worse than log onto <http://thats-motorsport.com> . Next it's off to the wilds of the Lake District for the Grizedale Stages.

HIPPO Motor Group

Grizedale Stages Rally

Saturday 8th December

It's an overcast and wet Cumbrian morning as I open the curtains in our Ambleside base and head out into the early morning darkness for the short hop across and into the mighty Grizedale forest complex. With my brother Simon in the co-drivers seat we head to the midpoint signing on location at the Visitor Centre for this iconic rally, set amidst the magnificent Lakeland landscape. As our eventual location is at Junction 24, we sign on at the convenient mid-point location and collect the much appreciated 'goody bag', which contains a rather fetching HIPPO group hat and a comprehensive set of instructions for our junction. The latter is some of the very best paperwork I've seen, with clear and concise notes and a pair of laminated junction layouts, alongside a copy of the colour Operational Safety Manual.

Grizedale 1 & 2 is a mammoth of a stage, over 17 miles long with intermediate timing points set up, to protect times in the event of a stoppage, three Rescue Units and a pair of Recovery Units. The stage has nearly fifty, yes 50 radio points, with call signs a plenty, including a healthy contribution of seven Gemini units in attendance. From the very start the weather conditions are atrocious, with the already sodden ground, soaked by bands of heavy rain and buffeted by high winds. This is rallying out on the edge, although to look at many of the spectators at my official spectator area and crossing point, you would think we were in Catalonia and not Cumbria !.



Radio Mutterings
GrizedaleStages
Continued from Page 40

Although many were dressed for the conditions, a fair few felt that white trainers, shorts and a crate of Carling were just the order of the day !!. Alongside me at the Junction are Merrick Rescue, Crossrigg 1 Recovery and the Mid Point Incident Officer, oh yes and the very wet spectator crossing marshalling team.

Andy Smith and his team in Rally Control have their work cut out from the very start as the radio comms are some of the worst I've experienced for a very long time. Despite all of their efforts the signal was a poor, maybe "2" for a lot of the time and at times this was accompanied by loads of 'white noise' in the background. I don't know what the technical issues were, but I guess the horrible weather must have played a very big part. Given the poor comms and weather the organisers did brilliantly to get the first car away and into our stage only four minutes later than scheduled.

The airwaves are very busy from the first car to the very last. One of the first callers is Les, Gemini 3 out at Junction 14 who reports that he has the bumper belonging to Car 15 at his location, "ready for collection " !. Silk 15 joins the early conversation as Car 9 finds the outer limits of the stage out at Junction 37b, with mechanical woes. The harsh conditions cause a number of punctures and one of the first to suffer is Car 19, who is reported stopped changing a wheel at Junction 16a. The tracking radios through the stage are invaluable, providing an early signal of 'missing' cars and allowing Furness Control to narrow down their search area in such a long and challenging stage. Car 17 is an early lost soul who are eventually tracked down to Junction 41+, having apparently run out of fuel ?. Various cars fall off and back onto the stage and keeping up with the litany of messages, with poor radio comms is a real challenge and my hat goes off to the whole radio and rally control team.

By now the weather seems to have settled into a pattern of very heavy showers, making the stage surface and visibility even more challenging. A busy Silk 15 breaks into the chatter with a 'safety' call, as Car 32 is reported rolled out at Junction 37b, although thankfully both crew members are out of the car and reported as OK. More locally the marshalling team at Junction 23 just before my location report via PMR to the Incident Officer that they have Car 39 off at their junction but OK, so a quick call from me to Control reassures them that the missing car is located and safe. Car 21 then falls off the stage between Junction 28-31, quickly followed by another roll, this time Car 40 out at Junction 39. A relieved Swift 24 reports the crew OK and the stage passable, with the car then restarting. Car 61 is the next report of problems out at Junction 15 with Hilltop 21, although the car restarts they manage to stop twice more along the way to the stop line. The marshals at Junction 23 have their work cut out as another call on the PMR alerts me to the demise of Car 58 who fly into a ditch, mercifully again OK. It seems that one or two locations and / or radio points attract trouble like moths to a flame and another 'safety' comes in from Hilltop 21 out at Junction 15. This time they report Car 81 as having "taken the corner off the car", at the location, but again the rally gods are smiling and there are no injuries.



Continued on Page 42

Radio Mutterings **Grizedale Stages** **Continued from Page 41**

In the end a total of 79 cars start this first stage and eight fall along the way and with the Sweeper car into the stage, control sets about arranging the various recoveries. The drama is not yet over unfortunately as Car 21 is reported as suddenly having self recovered themselves and is proceeding at pace through the stage, minus helmets. I don't know what the crew were thinking, but given the atrocious conditions and with safety vehicles in stage, a non competitive speed was the correct order of the day.

With Crossrigg recovery dispatched to those unfortunates in the latter part of the stage, Lake 3 Recovery from the start brings the casualties from Junction 23 out at my location, eventually swapping locations and remaining with me for the second run, Stage 4. By the look of it Car 58 had a very lucky escape !!

In the short interlude there is just time to grab a quick coffee and bite to eat, before the start of Stage 4 and the second Grizedale assault begins. With the weather showing no signs of easing up and if anything getting worse, once the safety cars are clear the action resumes at 13:19. Given the carnage seen in the first run, the Extractor Rescue and Recovery teams from Stage 2 & 3, join the line up at our stage start. Car 14 is another off and back on again casualty at Junction 26/27 and then we hear Car 24 is off at Junction 31B with Jupiter 14. Car 40 stops for minor repairs but is then reported as stuck at Junction 35. A brief 'safety' shout follows for Car 17, who is reported as on fire but moving resolves itself and then Car 21 (remember him from the previous stage) is off just after my location at 24a, needing a suspended tow.

Silk 23 out at Junction 35a then reports a very big off for Car 40, who is described as being "well off" and a long recovery challenge. The final two fallers in the stage are Cars 54 and 56, who after some searching are finally found safe and off the stage. In the end a total of 63 start this second run and 58 finish, meaning more winning time for the reinforced Recovery teams.

For Simon and I it's time to wait for the Sweeper car and then follow it out of the stage for the short run back to our hotel to dry ourselves out and enjoy a well deserved beverage. My thanks to the Furness & District MC organising team and especially the marshalling teams who had to endure some of the worst weather the Lakes had to throw at them.

The Golden Microphone Awards **Dresser's Arms, Chorley** **Saturday 22nd December**

It's an overcast and wet afternoon as I leave Liverpool for the annual pilgrimage to the Dresser's Arms in Chorley. Film and theatre may have the Golden Oscars and Globes and football the Golden Boot, but what rallying has is something altogether rather more special the Gemini Golden Microphone Awards 2018. What we might lack in dinner jackets and posh frocks we make up for in mud, dirt and the spirit of volunteering for the sport we all so love and enjoy.

This annual gathering celebrates the work of the Gemini radio crews over the last twelve months at events where the radio safety cover has been co-ordinated and /or controlled by a Gemini motorsport UK Licensed Radio Controller.



Continued on Page 43

Radio Mutterings - Golden Microphone Awards **Continued from Page 42**

In total this year 39 Gemini crews volunteered on qualifying events and contributed over 2,500 hours of time (excluding the huge amount of time, particularly spent by Bill, Gemini 1 and others in behind the scenes event organisation, planning and on the day technical support). I reckon if you added to this the 'non Gemini' events where crews volunteer the length and breadth of the country on other events, big and small you are probably looking at over 4,000 hours of volunteer time at least and goodness knows how many £000s invested as volunteers in travel and accommodation costs, let alone radio equipment and maintenance costs.

Our afternoon begins with catching up with old friends and partaking in some of the fine drinks on offer at the Dressers. Just after three we sit down for an excellent meal, where as the wine flows the stories get ever taller and longer. Whilst all those seated are served, an off-stage incident means that Bill's meal is delayed and he is forced to beg for chips from sympathetic team members on the table. Once the stage blockage is removed, where is Gemini Recovery when you need them, we all get the chance to finish our steaks and await the highlight of the event the awards ceremony. Unfortunately in the absence of any celebratory host (is Dave Richards free next year ?), we must fall back on our leader and mentor Bill to start the proceedings off.

Bill begins by typically picking at random upon members in the audience to say a few words, strictly timed, about their rallying experience over the last year. New member Gemini 62 Colin Evans regales us with tales from the high seas in the Merchant Navy; Adrian Gemini 14 recounts his rolls of the year, joined by Steve Jonson 'literally' on this year's Pendragon Stages; and then I am called upon to recount my experiences in the Deeside Rally Control on this year's Wales Rally GB. Quite rightly we also pause for a moment to remember Chris Jarvis Gemini 12 who we sadly lost this year.

Chris was a larger than life character in every sense of the word and is greatly missed for his good humour, commitment and down to earth approach to life. Bill continues to pick on members of the team so Maurice, Les, Mark, Chris and Heidi join in to recall events and incidents over the year. We forget but the likes of SD34 and the ANWCC are all heavily reliant upon Gemini team members in positions of authority and planning and then there are the motorsport UK Committees particularly supported by Chris.

Chris leads Bill into a discussion on some of the issues facing the sport, the critical role we play, the necessary concentration on safety standards and predicted marshal numbers. It's fair to say the latter provokes some more lively debate as we 'discuss' the merits of mandatory and non mandatory radio points and whether or not we count in the predicted marshals numbers. It's fair to say that none of us wherever we were on a stage would ignore an immediate safety issue, whether involving a competitor or not, but many feel strongly that they are there as a radio crew volunteer and not available for 'general' marshalling duties, just as other members of the safety team on an event have specific designated roles.

After a comfort break, trip to the bar and gathering his thoughts or was that sobering up we head to the climax of the event the awards themselves. Bill as ever discounts himself from the championship despite having tied in first place on points. In a magnificent second place is this journals very own Editor extraordinaire Maurice Ellison on 140 points; then there is a three way tie for third place all on 127 points Stuart Dickenson Gemini 13, Chris Woodcock Gemini 25 and finally Tony Jones Gemini 56. That only leaves the winner on 157 points which is er... 'me' for a record fifth time.

As with all awards I must make speech and despite cries for a Steward's enquiry, I manage to thank some of the people that matter. For me the achievement of my Controllers Licence this year could not have happened without the support and enthusiasm of Bill but also my fellow Gemini Controllers Les, Mark, Stuart, Tony, Chris and Ian who helped and supported me along the journey from probationer to Controller, culminating for me with my role this year in Rally Control on the Rally GB. A VERY BIG THANKS TO YOU ALL. In 2019 I expect the competition for the Golden Microphone to be as tough as ever and expect that the result will go right down to the wire again.

It only falls to me to wish each and every one of you a very Happy Christmas and to raise a glass or in some cases two, three or four to another year of great and safe motorsport.

"Gemini 23 over and out".

Ian Davies : Gemini 23 : Motorsport UK Radio Controller



The Grizedale Stages was my last marshalling outing for 2018. I thought I was going to be doing Safety Radio or maybe Intermediate 'Emergency Time Control' on SS1 & SS 4. Wrong. When I sign on I discover that I am doing Flying Finish. Not a problem. Well it wasn't until we get to the designated point. My instructions tell me where I should park up. However . . . There is no way that I can get my old Volvo over the tree stumps and both down and up the ditch. Even if I could get in - I very much doubt that I could get out. So I scout about and find a spot that is both safe and from where I can see the finish line and I then get myself parked up there. The Instructions told me where to park my 4X4 - I don't have a 4X4. If I did have a 4X4 The location that the organisers gave me would have been fine. The radio marshal at the Flying Finish did have a 4X4 but wouldn't swap jobs !

Everything Goes OK for most of the time. One of two competitors times are not transmitted via the wireless link to the Stop Line and those are communicated via PMRs.

The weather was extremely wet and that might have been the reason for the large attrition rate. Despite the wet weather it was a very enjoyable days marshalling.

SD34MSG Awards Night Friday 22nd February

We now have the date for the 2018 SD34MSG Awards night (see page 68). It is Friday the 22nd of February and will take place at Blackburn Rugby. Tickets are just £5 and that includes the traditional Pie & Peas Supper. Email me to book you Ticket (sd34news@gmail.com)

SD34MSG Perpetual Trophies And RAFFLE

Perpetual Trophies that were handed out at last years awards night will need to be returned and engraved ready for this years awards night.

**Current recipients should get them to their club
SD34MSG rep who can then bring them to the
SD34MSG AGM on the 16th of January.**

**Whilst the Club Reps are bringing the old
trophies back they can also bring along
their clubs donation to the Raffle.**

I was rather surprised to read on Page 35 that Melanie Morgan saved the life of Steve Johnson, not once but twice! Foolish Girl !! Had she thought a little about her actions - she could have earned lots of money by just letting nature take its course. Those of us who have known Steve for many a year might have coughed up some serious dosh just to have a quiet life for a change. I have started a just giving page so that at next years First on Scene Training day we can offer a reasonable reward to those doing the Practical part of the course - To do the right thing and walk away !

Grumpy Old Git Still Wittering On & On & On



Can anyone help?

We (Clitheroe & DMC) received the following enquiry

My father who died in 1984, originally came from Downham and was an active member of the Clitheroe & District Motor Club and I recall him telling me that Cowark was a popular destination for motorcycle trials that he participated in in the 1920's. I still have his original Club badge.

Shirley Penman the Civic Society Archivist, said

If I were to guess I would say that this IS the Princess Royal, Princess Mary, on a visit to Downham Hall – something to do with her being Chief Guide judging by the girl guides on either side of the car !!

I am not familiar though with the image but She opened Ribblesdale School and Pendle Junior in 1932 and, I believe, also visited Waddow Hall on that occasion; as well as at a later date when she and her mother, Queen Mary (nee Princess Mary of Teck, our Queen Elizabeth's grandmother) dined at Downham.

Can anyone add anything to the above?

Type of Car ? Etc etc

Anything at all

Whilst I am old and nadgery – I would probably need to be well over 100 to have witnessed what was happening in the photo and, despite the comments at our last committee meeting, I still have quite a way to go yet.

Any Help at all please send to Maurice Ellison @

Email : sd34news@gmail.com

Can we all make sure we swap to winter air in our tyres.

If you are running continentals, they may not hold air after brexit.

Decline In UK Car Sales Slows

In November UK new car sales declined by 3% compared to last November although the decline for the year is still almost 7%. Sales of diesel cars were 17% down for the month against 30% down for the year. Whilst private and large fleet sales are both around 7% down for the year fleet business in November just about matched last November. Sales to small businesses were actually up over 8% for the month compared to last November and this would agree with our experience here at GVC, small business customers are currently where the action is both car and commercial.

The decline in diesel is not spread evenly across all market segments or all customer types. The rental industry has just about given up buying small diesel cars, and because of customer demand (and some very tasty discounts) are buying quite a lot of hybrids in the medium and large car sectors. The leasing industry serving largely higher miles users remain strong buyers of diesels, and of course they fact that the leasing company guarantees the residual value of the car takes away one big concern many customers have about diesel.

Amongst the prestige German manufacturers Audi have fallen well behind due to supply shortages caused by their failure to prepare properly for the new emissions and fuel consumption tests that came into force at the beginning of September. Audi have sold 137400 cars so far this year, well down on 2017. BMW and Mercedes continue to fight for the top spot here, BM on 160448 so far this year and Merc on 160873. The competition is now around who pre-registers the most cars in December! Interestingly these two have taken entirely different approaches to achieve these numbers. Mercedes subsidise their lease deals to get some very attractive monthly payments whereas BMW supply very high volumes into the rental market.

UK Car Production Drops Also

In October of 2017 UK car factories produced 155,000 cars, this October it was 140,000. Eight out of every ten cars produced here is exported, more than half of them to the EU, and the manufacturers are very concerned about the consequences of a failure to agree a tariff free B****t deal. Of course Audi, BMW, Mercedes, VW etc must be equally concerned! The drop is down to a number of factors, general drop in UK sales and reliance on diesel being the most important.

The consequences are painful. Land Rover have cut another 200 jobs from their Solihull factory and close their engine factory in Wolverhampton for 4 weeks not 2 over Christmas. Vauxhall have this year reduced staff numbers at its Ellesmere Port factory by 40% to 1100.

Used Car Demand Remains Strong

Lower new car sales means less part exchanges coming into the dealerships and less ex fleet cars being disposed of. And short supply for some manufacturers has reduced pre registration activity. This has led to a shortage of used cars in almost all sectors of the market and consequent price rises. Interestingly values of used diesels are rising although not by as much as petrols and hybrids. Many new car dealers are planning a greater emphasis on used next year as they see more growth opportunities in this area of the market and we expect demand for stock to be very strong in January, and probably for the rest of the year barring an economic disaster caused by the dreaded B****t.

Ford & VW Group Cuddle Up

Impeccable sources suggest that Ford and VW are close to announcing a close and perhaps industry-changing alliance, and we should expect an announcement early in the new year. The deal is thought to be designed to allow each to play to their strengths. The two will share the enormous costs of developing electric and autonomous vehicles, so each will gain a handy 50% discount on a multi billion dollar bill. VW, who are considering building a new production plant in the US may instead take over one of Ford's surplus plants there. Again obvious savings to both.

In June of this year Ford and VW announced they were going to jointly develop and assembler commercial vehicles, but it seems now this is just the start. Items on the agenda are said to include:

Sharing of assembly plants outside the US.

Combining marketing and distribution (does that mean dealers?) with Ford leading in the US and VW in Europe and China, each playing to their strengths.

Joint product development of all cars and commercials.

Just about the only thing said to be not up for discussion is any cross shareholding in each other's company, but I'd say never say never to that one?

Hyundai Investing Heavily In Hydrogen

As my regular reader knows I still stick to my belief that hydrogen power, not electric, is the true future. Hyundai I think agree, they've just announced an investment of £5.3 Billion in the development and production of hydrogen fuel cell technology for not only cars and commercial vehicles but also trains, fork lift trucks, ships and drones. Hyundai currently produce 3000 fuel cell systems a year. By 2022 that will be 40000, by 2030 500,000. And that might not be anywhere near enough – Hyundai are forecasting global demand for hydrogen fuel cell systems to be over 5 million units a year by 2030.

London's New Pollution Charge To Hit Hard

Currently those who drive into Central London pay a Congestion Charge of £11.50 per day (plus £10 extra for heavily polluting vehicles), weekdays only 7am-6pm. In April of next year the emissions standard before the extra charge is added will be lowered meaning many more vehicles will have to pay that, and the "fine" will be increased to £12.50 per day. This "fine" will apply to diesel cars and vans first registered before September 2015, petrol cars and vans first registered before 2006 and motor bikes and mopeds registered before July 2007. Larger diesel vans registered before September 2016 are also liable.

That's only the start. In October of 2020 lorries and coaches will have to pay £100-£300 a DAY to enter Central London if they don't meet latest emission standards.

It's in October of 2021 that the noose really tightens. The Congestion Charge area will be dramatically widened from a few square miles of the centre to include all of the area within the North and South Circular Roads, so as much as 10 miles from Trafalgar Square. AND the charge will then apply 24 hours a day 7 days a week. 3.8 Million people live within this area. 26% of the cars in London are registered to addresses in this area so it's thought that around 150,000 car drivers in London will be liable to the charge if they move even a few hundred yards in a day. Then there's the drivers from other parts of the Capital that drive to within the Circular Roads, and those from outside London.

The Mayor of London has forecast that around 138,000 vehicles "might be affected" every day. Independent forecasts have suggested the truth is likely to be between 8 and 10 times that number. Of course this will raise an enormous amount of money. The Mayor of London has denied this is the motivation saying he is only seeking to clean up the atmosphere. However if the independent forecasts are right the charges imposed will total between £1 billion and £1.5 Billion every year. That money goes to Transport for London (TfL), which is facing a financial crisis after the Mayor froze its fares and the Government reduced its grant. And if you're in a financial crisis a windfall of £1.5 Billion a year certainly helps!

By the way don't think this will stop at London!

Car Makers Face Massive Fines

By 2021 car manufacturers selling in Europe have to meet stringent emissions targets or face some pretty big fines. The introduction of more accurate testing procedures has made reaching these targets even more difficult. Currently Toyota, Jaguar Land Rover, Renault/Nissan/Mitsubishi, Volvo and Honda are forecast to meet the targets. All the others will unless something radical is done. VW are facing a fine of 1.4 Billion Euros, Peugeot/Citroen/Opel/Vauxhall 600 Million. No doubt the European Commissioners will spend it wisely.

Autonomous Vehicles To Cause Massive Job Losses

When (the time for if is long past) driverless cars, vans, and trucks become more common this will have dramatic and far-reaching consequences for the employment market. It's forecast that this will start to happen by 2023. Possibly 2-3 million jobs will be involved with two thirds likely to be lost. Among professional drivers only driving instructors are unlikely to be replaced by a "robot", although as it's thought that many more people simply won't bother learning to drive their roles are hardly safe? Here's what this forecast predicts:

98% of food delivery driving jobs will go.

93% of waste delivery drivers will go. Volvo already has a working refuse lorry that uses drones to identify nearby bins although some human involvement is still involved.

88000 fork lift drivers work in the UK. Automated fork lift trucks are already available, they obviously have far fewer hurdles to overcome than driverless cars on public roads so many of these jobs will be gone well before 2023 surely?

Driverless buses are already being tested at Heathrow and Gatwick. Currently for airline crew only (like they don't matter?) but will soon be passengers also. 89% of bus driving jobs predicted to be lost.

Taxi drivers. Addison Lee London's largest taxi company has already stated they will have driverless taxis operating by 2021. In Tokyo a driverless service has been operating from the airport to city centre since August using a set route only. There are almost 300,000 licensed taxi drivers in the UK currently. How many in 2023?

There are over 300,000 HGV drivers in the UK. Most of these jobs are at risk. However that's nothing to the van situation. There are over 4 million vans licensed on UK roads. Some are used by for example builders and other tradesmen who use them to drive to where their work is then carry out their "normal" job. Having said that the vast majority of these vans are used to deliver goods. This task will be taken over by driverless vans or drones. There are no accurate estimates I can find but I'd suggest we could easily have well over 2 million jobs at risk here?

So at a conservative estimate driverless taxis, vans and trucks are likely to eliminate let's say 2 million UK jobs within a maximum of 10 years. At least you now have something bigger than B****t to worry about!

Seasonal Greetings

At this special time of year I'd like to wish both my regular readers, and in fact the 3 or 4 additional ones who only read my witterings occasionally, a very Happy Christmas and a Healthy and Prosperous 2019. For some time at least there will still be motoring to enjoy, but do enjoy it while it lasts!

Paul Gilligan



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VSCC Lakeland Trial

A potted history of Drumhouse, A Lea Francis Special and the early days

A young guy called Aarron Waterfield has fairly recently moved up to Dean the next village to me and he has a lovely sounding Audi RS8, it turns out he is the great grandson of a guy called Harry Spence who some older enthusiasts with a knowledge of VSCC competitors may recall was superb a trials driver in years gone by.

Harry along with his wife Molly were well known in VSCC competitions, great friends of Max and Pat De Redder and also of Frazer Nash man Dick Smith who is one of the best known VSCC people not only in this country but abroad too, Dick lives near Lorton well known to many of you as a local retired dentist who had a practice in Whitehaven. Many of you have watched him racing very successfully a passion he has had or over 50 years racing not only in this country but all over Europe including events at Monaco and Pau to mention two events recently attended by Wigton M C members. Sadly Max passed away about eight years ago but Dick is still very much alive and kicking and Aarron wanted a photo taken of Dick and him together as he had heard from his family what a great character Dick was. In fact he had been told by his family Dick was a living legend a fact that anyone acquainted with Dick would wholeheartedly agree. Chris Spencer Aarrons mate was appointed official photographer and recorded the meeting for the Spence family album.

Very appropriately the VSCC Lakeland Trial had just taken place the previous Saturday this being one of the toughest and it has to be said roughest of the VSCC trials but being held predominately in the lake district forests the challenge of trial-ing on the hard rocky terrain with unforgiving natural elements providing some formidable hazards it is one of the reasons the trial is always over- subscribed.

Dick recounted various tales of Harrys involvement in various VSCC trials but none more significant than when Dick being one of the original instigators and joint clerks of the course of the Lakeland trial which they started in the 1960s was having discussions with a local land agent who acted for one of the local landowner Lord Egremont of Cockermouth who owned thousands of acres of Cumbria. Dick and the land agent were discussing what Dick had been told might be a great section for the Lakeland Trial situated way above the top of Honister Pass, a place known to the quarry personnel as Drumhouse.

This was a quarry track, unbelievably steep at 1 in 2.5 yes that's right one in two and a half, very narrow, very rough, extremely bumpy with a sheer drop off one side of between 500 and 1000 feet as the track wound its way up clinging to the mountain side, It was so steep in fact that the quarry owners paid the workers danger money to operate the tracked vehicles on that particular route. Wondering about the viability of this potential section Dick contacted Harry Spence one of the most experienced trial drivers in the VSCC who promptly came up to Cumbria or Cumberland as it was then called towing his Lea Francis Special to test out the section, you really need Dick to tell the tale to do it justice but I will endeavour to do my best.

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VCCC Lakeland Trial

Continued from Page 47

Dick said he and Harry went up to Honister leaving their two wives at home talking about what wives talk about (Dick's words not mine), once at the slate quarry offices which is now the Honister café Harry took off like a scalded cat up the rough mountain track with Dick hanging on for grim death being in great danger of being thrown right out of the car as the track was really rough and very bumpy indeed. Harry was driving like a demon giving it everything he could he was that sort of driver, evidently the track was much worse than it is now, the hairpins were much narrower and far steeper because these days they have been graded and widened to allow Landrover's and similar quarry vehicles to use the track for operational purposes.

When I was a child in the 1950s there were Via Ferrata type cables strung across the mountain bringing slate down in some form of buckets or little skips from the upper workings of the quarry as it was so steep and the terrain so difficult. Presumably the name "Drumhouse" has connections with the cables and winding drum needed for the aerial ropeway. A similar ropeway carried coal from Ghyllhead pit between Flimby and Broughton Moor down to the coal washing plant at Risehow so a fairly common but effective way of carrying materials it has to be said.

Having reached the top of the track way above Honister quarry and surviving the white knuckle ride Dick had second thoughts and considered that in reality it probably was far too dangerous which is rather unusual for him as his maker forgot to equip him with genes that would alert him to any sense of danger at all.

It was equally dangerous coming back down as some early VSCC cars only have brakes on two wheels and many that possess four wheel brakes are decidedly inadequate as anyone who has driven an Austin 7 with standard production brakes will tell you, most trials Austin 7s these days have the optional hydraulic brakes as fitted to the later cars. Drivers find cars with rod/ cable brakes need to leave the adjustment backed off otherwise as the tiny chassis twists going over bumps the brakes apply themselves, but when backed off the brakes are pretty non-existent and with the handbrake on the front wheels the descent would be a real buttock clenching trip!

Having now been driven up the section and realising just how dangerous it was he thought it maybe was unsuitable so mentioned the fact to Harry, however Harry who was very prone to stammering when really excited said "no Ffffff???? way, its Ffffff???? ing great" tell them Harry Spence says this section will go down as "The" section in the history and folklore of VSCC trials, it is a section everyone will want to climb just as climbers want to climb Everest, the section MUST be used in the trial. So it came to pass Drumhouse was introduced at the very next trial, it's remained there for years and remains in the trial today, still daunting, still dangerous, a bit tamer than in the early days but continues to be the section everyone wants to climb and talks about both before and after the event. You can only fully appreciate this story though if its told by Dick Smith himself.

Nowadays a big 4x4 often driven by Edwin Cook is on hand to lower cars with poor brakes down the hill with a towrope attached to the rear of the competing car and current VSCC rules stipulate that passengers must walk down they are not allowed to ride in the competing car on the descent. David Rushton and Bill Kirkpatrick have been heavily involved with the trial over a long period being joint clerks of the course at times, David may be getting involved again for future events so if you want to be involved David is the man to contact, it's a great way to spent a November Saturday along with many other old car enthusiasts.



Typical conditions on Drumhouse

VCCC Lakeland Trial, Continued from Page 48

Many years ago I helped Max De Redder build a 1928 Austin 7 between Christmas and New Year in his very spacious residence Clifton Hall which had its stables, coach houses and former servants quarters full of old cars and car parts, the reg number of the 7 was RN132 which we built probably about 1982/3 era, the car is still competing regularly on the Lakeland and other events today so I've attached a photo of the car probably at Easter 1983 when we went to Holker Hall museum for its first test run which was a round trip of about 150 miles with Max's wife Pat, my wife Carol plus our daughter Claire following in Max's brand new 2600cc Rover SDI. Claire is seen sitting on my lap in the Austin 7 prior to our departure.

We used the Austin 7 a year or two later on a VSCC Scottish trial that was based near Coulter in the Scottish borders not far from Biggar it really was a fabulous trial in fact it still is and well worth making the effort to support it, it's run by the very experienced Jock McKinnon well known for his exploits in vintage Bentleys and Austin 7s. Jock is a regular at Boness hillclimb and races in vintage Bentley events against Robert Gate.

The year we competed in RN132 the VSCC held a dinner the evening preceding the event to celebrate a significant history of the VSCC Scottish trial, it was stated that not only had Harry competed in every trial that had been held but unbelievably he had done all the events in the very same car his beloved Lea Francis so they presented him and his wife Molly with an award. According to Aaron the Lea Francis is now owned by John Gill clerk of course of the current Lakeland trial but it's had to have a new chassis as it was full of cracks with botched up welding, Harry it seems was a much better driver than a welder !

The recent VSCC Lakeland was another huge success, many of us Cumbrians were involved in one way or another, competing, marshalling, organising, or enjoying the event in some way shape or form, it's the sort of event where you meet people just by chance, get on well with them and they continue the friendship and become great friends. For instance a few years ago I was able to help a competitor to get an Allard he was driving at Prescott going after it broke down by giving him a new spare coil of mine, this turned into a friendship like the ones I've mentioned. Because of such a friendship we had Dr Jonathan Rose and Sarah at our house for a bit of hospitality and the same Allard they were competing in on the Lakeland was the one that broke down at Prescott those years ago. Originally built, owned and driven by Sydney Allard himself it spent the night prior to the event in my workshop nicely tucked up with the rain and gales howling outside.

Fortunately the awful weather passed during the night and held off until about 2.30pm on Saturday afternoon so many people had a relatively dry event, those that were still out and about after 2.30pm will have a very different story to tell as the heavens opened and the marshals did a superb job coping with conditions in the heavy localised downpours.

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Typical conditions on Drumhouse

VCCC Lakeland Trial, Continued from Page 49

With the rigid planning rules allowing virtually no new properties to be built in the Buttermere valley it looks no different now seeing a GN or an Austin 7 or similar car travelling along those picturesque narrow roads alongside Buttermere Lake than it did in the 1930s and 40s, the Herdwick sheep often lying in the road as they have done since roads were first constructed as the tarmac seems to attract the sheep as a bed for some strange reason. The tarmac was originally laid by steam road rollers many years ago, prior to that they were unsurfaced tracks of course but surfacing the road up Honister Pass would have really been a difficult job, someone told me they used steel cables and winches as the road rollers themselves didn't have enough grip with their steel wheels, it would be really interesting to see some photos or film of this work being done.

A few years ago Fred Dibnah went over some Lakeland passes with his traction engine and made a documentary about it but Fred's traction engine was shod with rubber tyres so afforded much better grip than the steam rollers. Another local guy Ian Smith from Harrington is well known as one of the country's best steam engineers, a real hands on expert on steam engines, he comes to Dalemmain classic show and on pub runs in either his green Alvis 12/70 or his or maroon one. Ian was a friend of Fred Dibnah's as Ian was chief engineer on the Laal Ratty for many years and Fred made use of the facilities filling up the water tanks at the Ratty station. Ian built the steam loco "Northern Rock" in 1977 at Ravenglass, this loco has been in continuous service since and many of you like myself will have been on a train pulled by it on a "Santa Express" or during a summer trip, Ian built another couple of similar locos and they went to a theme park in Japan.

Lets hope with all the new regulations that seem to come out endlessly people will still be able to pit their cars and their skill against other similar individuals for many years to come in the Lakeland and other trials, it is a real adventure for those taking part, provides great entertainment and a reason to visit Cumbria for lots of others and the event because its bringing lots of visitors to the area greatly benefits the local economy as well as providing employment for those with businesses up and down the country providing parts and services for these wonderful old cars.

Keith Thomas

CAN YOU HELP ?

VSCC

LAKELAND TRIAL

NOVEMBER 2019

I have received a letter this week from Andrew Tarring the non-speed event secretary of the VSCC regarding the Lakeland trial, the current Clerk of Course John Gill is stepping down and the VSCC who are based at Chipping Norton near Oxford are looking for Cumbrian based people to help out with future events. Andrew and VSCC head office will deal with route permits, MSA, Forestry commission, National Park authority, paramedic cover, entries, radio provision and other paperwork but would really appreciate help with marshalling, setting up the sections, cutting overhanging branches on sections prior to the trial etc.

If people have expertise in radio provision as used for rallying and a number of people I know are experts in this field or vehicle recovery/ breakdown assistance plus other diverse things like first aid/ medical provision then the VSCC would also like to hear from you.

We have enjoyed the trial coming to our area for about 50 years, originally it was started by Dick Smith, Terry Richardson and their mates, it grew and grew until it is one of the country's premier events always getting a maximum entry but current legislation and difficulty in obtaining suitable terrain for sections is threatening the event. To cover every eventuality it needs even more manpower to run it these days so let's get behind the organisers and help in whatever way we can, if you know of land or landowners that may be happy for their land to be used for a section then get in touch as forestry operations and public access issues are affecting availability of the forests for rallies and trials.

I know a few of you will have received a letter from Andrew but many people who regularly help are not VSCC members, other people who would like to help need to know what is happening and how to help, the only way they can inform you is if they know how to contact people. 2nd Wed people can contact me and I will pass the information on otherwise contact VSCC to update their database e mail

Andrew.tarring@vsccl.co.uk

and offer your services in whatever field you think suits you.

They are going to host a meeting at a local hostelry one evening so its important to know where people live so a venue can be decided on to suit the geographical location of prospective helpers.

If you know anyone else willing to help get them to contact

Andrew Tarring at the VSCC

by e mail or

phone 01608 644777

Wigton MC

Christmas Cracker Run

December 2nd, 2018

The Famous Christmas Cracker Run has been running for more than twenty years and is run by MG Cumbria and is a unique event in that it takes place in December, long after most classic car events have finished for the season.

As usual the event started at Rheged where more than fifty cars from all over the country arrived on a slightly damp morning for documentation and coffee. Owners are encouraged to decorate their cars and dress up in a festive manner for the event so there were plenty of Santas, angels, pixies and even Mary and Joseph taking part!

The cars set off at minute intervals in order of age, oldest first. The oldest car being the 1936 Morris 8 of . The route headed north via Newbiggin and Skelton to Sowerby Row and over to Caldbeck where the first route control was. Here the marshals asked the crews to identify six well known motorsport personalities.

The next section of the route should have been scenic, but the mist did not help the view as the cars went over Caldbeck Fell and down to Boltongate and then up the spectacular Catlands Hill to Ireby and Uldale. From there the cars went down to Castle Inn and along side Bass Lake to the next control point at Peil Wyke. Here the competitors had to identify six classic cars – with varying success.

The final section of the route was to Lorton and Buttermere by the back roads and then over Newlands Hawse to Braithwaite and the finish at the Braithwaite Institute Hall where a two-course lunch and coffee were served while the results were calculated. The awards were presented, and the crews then headed for the Keswick Victorian Christmas Fayre.

The furthest travelled award went to George McClelland, the Motorsport Personalities quiz was won by John Ross and the Classic Car quiz by Brian Bradley.

The best decorated car was the Mercedes of Phil Daniel and the best dressed crew that of Rhona Mackinnon.

The overall winner was Peter Keen



THE MALTON LASER RYEMOOR TROPHY RALLY

19th/20th January 2019



Welcome to the Malton Laser Ryemoor Trophy Rally

A qualifying round of the

- ANCC,
- SD34
- & ANEMMC, Road Rally Championships.

The event will take place on the 19th/20th January 2019 and will feature 160 miles of proper plot and bash night rallying.

The event will start and finish at Stillington Sports and Social Club near York. (OS Map 100/583675) Maps 99 & 100

The entry fee is £75.00 and includes two break-fasts

REGS

<https://maltonmc.co.uk>



NESCRO



**Historic Motorsport In
The North Of England & Scotland**

2018 Challenge Positions

Following the Saltire

Only showing the Top 10

NESCRO 2018 Historic Driver's Challenge (9 Rounds)

Pos	Driver	pts
1	Dave Short	595.1
2	Dave Marsden	492.3
3	John Sloan	411.8
4	David Agnew	309.6
5	Peter Metcalf	254.4
6	Malcolm MacKay	248..3
7	Brian Bradley	221.2
8	Ray Jude	220.3
9	Jim Hendry	218.8
10	Ernest Calvert	218.0

NESCRO 2018 Targa Driver's Challenge (11 Rounds)

Pos	Driver	pts
1	Simon Jennings	597.6
2	Philip Hodgson	576.4
3	Quentin James	455.2
4	Chris Hunter	379.1
5	Paul Bowness	346.6
6	Geoff Bateman	330.8
7	Chris Dodds	324.1
8	Robert Short	307.2
9	Liam Charlton	251.9
10	Kevin Savage	249.8

NESCRO 2018 Historic Navigators Challenge

Pos	Navigator	pts
1	Roy Heath	595.1
2	Marian Sloan	492.3
3	Marian Sloan	411.8
4	Alan Jackson	309.6
5	Thomas Forrest	238.3
6	Ben Jude	220.3
7	Bryan Smith	218.0
8	Michael Fox	196.7
9	Ali Procter	192.7
10	David Byrne	180.1

NESCRO 2018 Targa Navigators Challenge

Pos	Navigator	pts
1	Ian Giles	576.4
2	Tom Howe	455.2
3	Colin Fish	441.0
4	Fiona Tyson	379.1
5	Esther Bowness	346.6
6	Maggy Bateman	330.8
7	Kirsty Thompson	307.2
8	Phillip Savage	249.8
9	Liam Hodgson	202.9
10	Clifford Auld	189.0



2019 Calendar

?? March

Saltire

4/5th March

Berwick Classic & Targa

26th May

SoSCC Targa

9th June

Shaw Trophy

30th June

Lake District Classic

14th July

Northern Dales

11th August

Blue Streak

1st September

Wearside

22nd September

Doonhamer

13th October

Solway



How we can all help support newcomers

The role of a Regional Development Officer (RDO) involves getting newcomers into motorsport by showing them everything it has to offer, writes East Midlands RDO Ian Smith.

Recruiting new people typically involves highlighting the opportunities available to them, introducing them to the various disciplines, and talking to different groups such as schools, colleges and youth clubs. Motorsport has many entry points depending on the individual's ambitions, background and budget.

Many get involved by volunteering as marshals, usually through taster days or buddying up with an experienced club member. Some then become officials and a number and eventually compete in the sport at club, then regional and national levels.

As a marshal taster day team member at circuit racing venues, I have enjoyed seeing new marshals develop into experienced members of the motorsport community, before passing their skills on to the next generation of newcomers. Equally, it is rewarding to see newcomers compete in the various disciplines and finesse their technique as they progress.

Whether competitors, officials or marshals, we all want to be the best at we do but we also find it rewarding to help new people achieve their goals.

The more time and energy we can all devote to this, the better the sport will be for it.



MOTORSPORT UK ROLLS OUT NEW MEMBER BENEFITS PROGRAMME

Motorsport UK has officially launched its new membership programme, offering a range of benefits and discounts designed to provide peace of mind, offset the cost of competition and get members closer to the action.

The initiative is part of Motorsport UK's commitment to putting its membership at the heart of everything that it does. From 2019, all competition licence holders, licensed officials and registered marshals are auto-enrolled in the programme, giving them offers and discounts including:

- Complimentary personal accident cover with JLT
- Discounts on competition and road car tyres, at Prot tyre, the fastest growing chain of fast fit and mechanical garages in the UK
- .10% off competition insurance and 15% off road car insurance with Adrian Flux
- .10% off in-store at Halfords
- .10% discount off Grand Prix Racewear's branded personalised overalls
- .10% off outdoor apparel and equipment at the UK's Leading independent outdoor & mountain sports retailer, Ellis Brigham
- .Discounts on ferry travel to the continent with DFDS.

Through the membership programme, Motorsport UK aims to support all levels of the sport and actively encourage grassroots participation across the breadth of the motorsport community. Additional partners and promotional offers will be announced over the coming months.

Motorsport UK members can access all these great benefits by renewing for 2019 and logging into the member portal, where they will find a new Member Benefits section explaining how to take advantage of the various offers.

For any queries, please contact the Motorsport UK Membership Services Team on membership@motorsportuk.org.

Regulations for consultation
The latest regulation changes

www.motorsportuk.org/The-Sport/Regulations/Proposed-Changes-for-Consultation

Motorsport UK announces Club and Volunteer of the Year award winners

Enniskillen Motor Club and Northern Irish marshal John Comiskey have been named the JLT Motorsport UK Club and Volunteer of the Year, respectively, after another year of outstanding entries showcasing the very best of the sport.

Enniskillen Motor Club was recognised for the quality of its six annual events and its vibrant role in the local community. Established in 1964, the club now runs two successful stage rallies, the May Day Stages and Lakeland Stages, plus a navigation rally, a rally time trial, an autotest and a sprint. The club is known for offering members value for money and continuity, generating loyalty in return.

While looking after its members, the club has also been successful at engaging audiences through social media and the local press. The club also makes an annual donation to charity and this year's beneficiary is the Fermanagh Sarcodosis Support Group. "What a brilliant way to end a tremendously successful season of motorsport promotion in Northern Ireland. This honour reflects the continuing support of our competitors and the efforts of the many officials involved, including those of our sister clubs, without whose assistance it would just not have been possible. Enniskillen Motor Club Ltd. is thrilled and very proud to be the JLT Motorsport UK Club of the Year."

Chelmsford Motor Club took second place in this year's awards, with Devizes & District Motor Club taking third. The British Motorsport Marshals Club was Highly Commended.

Meanwhile John Comiskey was awarded the Volunteer of the Year title for his many years' exceptional commitment to motorsport. This year alone, John was involved in the Donegal, Monaghan, Cavan, Sligo, Galway, Omagh, Enniskillen, Cookstown and Ballynahinch rallies, among many others including Wales Rally GB, volunteering across Motorsport UK and Motorsport Ireland events.

Each time John runs a stage, it involves attending club meetings, recruiting marshals, setting up the stage and then dismantling it. However, he drew particular praise for his approach to 'PR' on closed-road events, which entails visiting residents along the route. He has built personal relationships with locals, especially within the farming community, which makes it much easier to run closed-road stages.

John said: "It's a tremendous honour to win this award, not just for me but a wider team of marshals. Awards like this cannot be achieved by an individual, so I accept it for the team I volunteer with.

Volunteers are the ones who give up their time and dedicate so much effort to make our workloads as organisers easier; they make this possible.

Without them I wouldn't achieve anything on or off the stages." John will join members of Enniskillen Motor Club at the Motorsport UK Night of Champions at the Royal Automobile Club in January, to receive trophies and cash prizes.

A series of category winners in the Volunteer of the Year awards will also receive silverware at the Night of Champions.

They are:

- **Clerks / Stewards: Paddy Haveron**
- **Marshals: Denis Arundell**





North Wales Car Club

One of the longest established car clubs in the UK, North Wales Car Club is going from strength to strength after more than six decades, *writes Judith Phillips*.

Formed in 1955, North Wales Car Club was born out of the Llandudno Aero Club when it accidentally destroyed its one and only plane! The members then decided to form what has become one of the premier car clubs in the North West of Great Britain.

Autotests were the main form of competition in the early days, with night-time road rallies quickly becoming popular, too. Then over 60 years ago, the club took on the task of organising the Cambrian Rally, which quickly became a popular event in the UK rallying calendar.

The well-established and enthusiastic Cambrian organising team is taking on a new challenge in February, when the club

hosts the opening round of the British Rally Championship.

The Visit Conwy Cambrian Rally is already a round of the BTRDA and Welsh Rally Championships, but the addition of the British Rally Championship round further enhances its reputation as one of the best rallies in the country.

"I'm honoured that the Cambrian Rally team has been asked to host the opening round of the British Rally Championship in 2019," says Alyn Edwards, Clerk of the Course. "I hope that we can live up to the expectations of the championship organisers and BRC competitors, as we'll need to offer them additional mileage to our other competitors in the British Trials and Rally Drivers, Welsh, and Association of North Western Car Clubs championships.

"We have excellent stages to offer and the team are looking forward to the challenge. This will bring a lot of extra visitors to the area at a quiet time of the year and provide a significant boost for businesses."

Edwards says the Cambrian Rally has risen in stature in recent years and has been able to raise its profile thanks to support from Conwy County Council. The result is the invitation to host the prestigious opening round of the BRC on 16 February.

The event will start and finish in the coastal resort of Llandudno, encompassing competitive timed stages at Llyn Brenig, and the Betws y Coed and Gwydir forest areas.

Further details will be available in the run-up to the event at

www.cambrianrally.co.uk



Malton Motor Club

Malton Motor Club is a small club in North Yorkshire with rallying at its core. With a membership of 140, it organises a series of 12 car rallies over the winter months after hosting navigational instruction events at their monthly club nights.

Over the last few years this programme has brought through a number of young drivers including Bevan Blacker, winner of the recent Mull Targa rally. Each January the Ryemoor Trophy Road Rally is organised, one of the few remaining National B road rallies in the North East. The club also organises the White Rose Classic, a round of the National Historic Road Rally Championship.

The major event of the year is the Mellors Elliot Motorsport Malton Forest Rally based in the Yorkshire forests. This year the club received a maximum entry of 90 cars with a remarkable 73 finishers. The enthusiasm of the members and the cooperation of regional clubs ensured this year's event was a huge success. Substantial donations were made to local Scouts for their development fund and to Young Farmers for their annual charity after their members manned the spectator car parks in the forests.

Wanting to promote the club and the sport but having limited resources, the club approached Motorsport UK requesting support from the Motor Sport Development Fund. The club wanted a more professional image at the headquarters of events by obtaining a mobile office for signing on and communications. The resultant support

enabled the purchase of a used trailer/office and a box trailer for carrying equipment to and from events.

These were then professionally signed by a local firm. The outcome means that the club can now use these facilities on many events with the hope that they will attract newcomers and enthusiasts alike.

The club has an active website and Facebook page to keep in touch with members and a monthly newsheet with reports on events.

Full information is available at
www.maltonmc.co.uk

TRAINING

All training is delivered by Licensed MSA Instructors and based on the MSA Training Modules

PRC Books will be signed where appropriate, if you require signatures, bring your books with you, if you don't have a PRC Book, see below for details about how to register, get accredited and you will receive a registration card and PRC book.

Please complete your online accreditation at least 3 weeks prior to your first training course to allow time to receive your card and book.

Getting Involved

Almost all motor sport events need volunteer marshals (recognisable from their orange overalls) to make sure they are run safely and effectively.

Marshalling is a rewarding way of getting more closely involved with motor sport and joining a community of like-minded enthusiasts; general duties range from displaying flag signals to drivers and clearing debris to helping extract drivers and cars that have crashed or broken down.

Details of how to become a marshal can be found on the Volunteers in Motorsport website, which outlines all the relevant clubs, types of motor sport marshalling and training days.

If you are interested in becoming a rally/cross country marshal, you can become accredited in less than an hour by completing the new online training and accreditation scheme.

Simply visit **www.msauk.org/Marshals/Online-rally-marshals-training** and either login if you are an existing MSA member, or register if you are new. Once logged in follow the links for "Online Training".

Other useful links to Motorsport Training:



www.brmc.org.uk



www.volunteersinmotorsport.co.uk

2019 DATES

To Book Your Place On Training Sessions

You Can do it on Line

**We wish all to register online if possible
as it saves lots of
admin time for our volunteers!**

<http://thats-motorsport.com/training/>



**Or email Tracy Smith
tracey.ams@hotmail.com**

**Or phone Jon Aston
0333 0022 510**

TRAINING DATES for 2019

9th Feb 2019

Llandrillo College, Colwin Bay
Fire Theory + Practical Training
(Beginners/Refresher)

16th Feb 2019

Blackburn Services
Introduction to Marshalling (Practical)
(Beginners/Refresher)

3rd Mar 2019

3 Sisters - Wigan
Introduction to Timing (Practical)
(Beginners/Refresher)

3rd Aug 2019

Blackburn Services
Fire Theory + Practical Training
(Beginners/Refresher)

7th Dec 2019

Blackburn Services
First Marshal on Scene
(Beginners/Refresher)

Championship Standings

In Brief : Updated 14/12/18

go to <http://anwcc.co.uk>

Road Rally : following Eagle (R 16)

O/A	Driver	Club	Points
1	Mark Lennox	Newtown	692
2	Steve King	WBCC	639
3	Mike Webber	116	600
4	Jon Bossen	Matlock	593
5	Lorenzo Lee	Dovey	552

O/A	Navigator	Club	Points
1	Rob Bryn Jones	Clwyd	764
2	Ian Beamond	Newtown	716
3	Michael Gilbey	Aberystwyth	685
4	Cadog Davies	Lampeter	498
5	Lorenzo Lee	Dovey	552

Stage Rally : Following Glyn

O/A	Driver	Club	Points
1	Andrew Morris	Welsh Border	907
2	Calvin Woods	Wigan	753
3	James Swallow	Bolton	722
4	John Stone	BSSMC	708
5	Gethin Jones	Harlech	682

O/A	Co-Driver	Club	Points
1	Chloe Thomas	C&A	907
2	Stephen Landen	Warrington	902
3	Tomos Williams	C&A	837
4	Lauren Hewitt	Wigan	781
5	Catrin Jones	Clwyd Vale	761

Stage Rally (Forest) : R7 Trackrod

O/A	Driver	Club	Points
1	David Roberts	Bala	154
2	David Auden	Knutsford	146
3	Andy Graham	ERO	72
=4	Hugh Hunter	NWCC	40
=4	Steve Johnson	U17MC	40

O/A	Co-Driver	Club	Points
1	Emyr Hall	Bala	115
2	Sion Cunliffe	C&A	113
3	Christopher Row	Knutsford	109
4	Ian Jones	NWCC	103
5	Dei Jones	Bala	82

Autotest : Following R16 Darwen Services

O/A	Driver	Club	Points
1	Dave Evans	Whitchurch	191
2	Dafydd Roberts	C&A	174
3	Colin Moreton	Knutsford	169
4	Duncan Wild	Knutsford	120
5	Steve Johnson	U174MC	117

PCA (Under 25s only) : Following R27 Darwen Serv.

O/A	Driver	Club	Points
1	Matthew Nicholls	Bolton	114
=2	James Robinson	U17MC NW	96
=2	Delo Hughes	C&A	76
4	Will Hughes	C&A	74
5	James Williams	U17MC	60

AutoSOLO : Following R17 Darwen Services

O/A	Driver	Club	Points
1	Neil Jones	Bala	240
2	Andy Williams	U17MC	233
3	Howard Morris	Rhyl	231
4	Jamie Foster	Rally Group B	221
5	James Williams	U17MC	220

Sprint : R20 Anglesey

O/A	Driver	Club	Points
1	Robert Tongue	Liverpool	854.96
2	Nigel Fox	Clitheroe	832.94
3	Nigel Trundle	G&PMC	818.65
4	Steve Wilson	Longton	808.83
5	Chris Boyd	Longton	804.63

Hillclimb : Following R9 Scammonden

O/A	Driver	Club	Points
1	Michael Thomson	ERO	641.55
2	Nigel Fox	Clitheroe	629.86
3	Raymond Worrall	ERO	628.80
4	David Goodlad	Knutsford	591.62
5	John Pinder	Airedale	517.75

Trials : Following R9 'Yorkshire'

O/A	Driver	Club	Points
1	Henry Kitching	Ilkley	176
2	Rupert North	A&PMMC	175
3	Kevin Roberts	Bala	148
4	Sion Griffith	Bala	143
5	John Wadsworth	NWCC	132

Championship Standings

In Brief : Updated 14/12/18

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North Wales Stage Rally Challenge

O/A	Driver	Club	Points
=1	Gethin Jones	Harlech	195
=1	Eric Roberts	C&A	195
3	Dion Rowlands (Junior)	Harlech	186
4	Andrew Morris	WBCC	167
5	Calvin Woods	Wigan	165

O/A	Navigator	Club	Points
1	Tomos Williams (Junior)	C&A	194
2	Kai Daniel Alcock (Junior)	Harlech	182
3	Chloe Thomas (Junior)	C&A	164
4	Connor Aspey	Wigan	161
5	Mari Haf Evans (Junior)	C&A	156

North Wales Road Rally Challenge

O/A	Driver	Club	Points
1	Mark Lennox	Newtown	212
=2	Lorenzo Lee	Dovey	209
=2	Steve King	WBCC	209
4	Andy Price	Telford	178
5	Dylan Williams	Harlech	150

O/A	Co-Driver	Club	Points
1	Ian Beaumond	Newtown	221
2	Michael Gilbey	Aberystwyth	199
3	Rob Bryn Jones	Clwyd	176
4	Aron Jones	Bala	161
5	Michael Jones	WBCC	146

Historic Road Rally Challenge

O/A	Driver	Club	Points
1	Ian Crammond	3 Castles	80
2	Richard Harrison	Knutsford	50
=3	Arthur Jones	Rhyl	18
=3	Duncan Wild	Knutsford	18
	Lee Matthews	C&A	0

O/A	Co-Driver	Club	Points
1	Peter Boyce	HRCR	58
2	Richard Crozier	HRCR	40
3	Henry Carr	Ilkley	36
4	Grace Pedley	Knowlale	0
=5	Yvonne & Ellis Matthews	C&A	0

Sprint & Hillclimb Championship

O/A	Driver	Club	Points
1	Michael Thomson	ERO	859.52
2	Robert Tongue	Liverpool	855.96
3	Nigel Fox	Clitheroe	848.72
4	Raymond Worrall	ERO	841.56
5	Nigel Trundle	G&PMC	827.61

Allrounders Championship

O/A	O/A Driver	Club	Points
=1	Nigel Fox	Clitheroe	150
=1	Neil Jones	Bala	150
3	John Wadsworth	NWCC	148
=4	Stephen Johnson	U17MC	144
=4	Jamie Foster	Rally w.GpB	144

O/A	Junior (U25) Driver	Club	Points
1	James Williams	U17MC	142
2	Ellis Matthews	C&A	117

O/A	Driver - 1000cc	Club	Points
1	Stephen Johnson	U17MC	144
2	James Williams	U17MC	101

Inter-Club Championship (144 Events)

O/A	Club	Points
1	Caernarvonshire & Anglesey MC	444
2	Knutsford & DMC	432
3	Bolton-le-Moors CC	374
4	U 17 MC	373
5	Clitheroe & DMC	365
6	Bala & DMC	335
7	North Wales CC	314
8	Liverpool MC	242
9	Longton & DMC	232
10	Rhyl & DMC	226

Marshals Championship

O/A	Marshal	Club	Points
1	Maurice Ellison	Clitheroe	166
2	Tim Millington	Warrington	133
3	Amanda Baron	Accrington	125
4	Tracey Smith	Accrington	95
5	Laura Jos	C&A	79
6	Catrin Jos	C&A	76
=7	Robert O'Brian	Warrington	70
=7	William O'Brian	Warrington	70
9	Paul Cross	C&A	65
10	Rob Jos	C&A	63

Championship Standings

In Brief : Updated 14/12/18

go to <http://anwcc.co.uk>

Glynne Edwards Memorial Championship

O/A	Club	Points
1	Caernarvonshire & Anglesey MC	1606
2	Bala & DMC	1225
3	North Wales CC	868
4	Harlech & DMC	767
5	Rhyl & DMC	642
6	Clwyd Vale MC	618
7	116 MC	582
8	Broughton & Brecon MC	405

Ladies Rally Championship

O/A	Driver	Club	Points
1	Jade Paveley	NWCC	311.02
2	Ashleigh Morris	Bolton	285.56
3	Lauren Groves	Clwyd Vale	17.65

O/A	Co-Driver	Club	Points
1	Chloe Thomas	G&A	637.61
2	Lauren Hewitt	Clwyd Vale	555.57
3	Grace Pedley	Knowldeale	474.78
4	Mari Haf Evans	C&A	438.91
5	Catrin Jones	Clwyd Vale	367.25

Three Sisters Rally Challenge

O/A	Driver	Class	Points
1	Ryan Burns	C	235
2	Andrew Morris	D	225
3	Calvin Woods	B	213
4	Richard Kay	C	207
5	Lee Hartley	B	200

O/A	Co-Driver	Class	Points
1	Chloe Thomas	D	225
2	Connor Aspey	B	213
3	Adam Kay	C	207
4	Barry Armer	B	200
5	Billy Waldren	B	197



**ASSOCIATION OF
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Saturday JANUARY 26th

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the closing date for ticket applications is
10th January 2019

www.anwcc.co.uk



ANWCC CHAMPIONSHIPS 2019

Please check website and organising club for any changes.

STAGE RALLY CHAMPIONSHIP (* Multi-venue)

Feb 2	Jack Neal Memorial	Clitheroe & DMC
Feb 9	Ormco Stages	Manx AS
Mar 3	Questmead	Warrington & DMC
Mar 10	Tour of Epynt	Port Talbot MC
Mar 17	Lee Holland	Pendle DMC
Mar 23	North West Stages *	Motor Sport NW
Apr 7	Lookout Stages	Trackrod MC
Apr 14	SMC Stages	Stockport 061 MC
Apr 21	Warcop Stages	North Humberside MC
May 5	Harlech Stages	Harlech & DMC
May 10	Manx National/Chris Kelly *	Manx AS
May 12	Cetus Stages	Wigan & DMC
May 12	John Overend	North Humberside MC
May 19	Anglesey Stages	North Wales CC
Jun 9	Keith Frecker	Blackpool S Shore MC
Jun 30	Envile Stages	Warrington & DMC
Jul 21	Twyford Woods	Mid-Derbyshire MC
Aug 18	Gareth Hall Memorial	Bala & DMC
Aug 25	Mewla	Epynt MC
Sep 6/7	Promenade Stages	Wallasey MC
Sep 8	Vale of York	Lindholme MSC
Sep 22	Heroes Rally	Pendle DMC
Oct 13	Adgespeed Stages	Wigan & DMC
Nov 1	Neil Howard	Bolton-le-Moors CC
Nov 8/9	Pokerstars Rally *	Manx AS
Nov 17	Cadwell Stages	North Humberside MC
Nov 23	Hall Trophy	Clitheroe & DMC
Nov 23/24	Glyn Memorial	Caerns & Anglesey MC

NORTH WALES STAGE RALLY CHALLENGE

Mar 17	Lee Holland	Pendle DMC
Apr 14	SMC Stages	Stockport 061 MC
May 5	Harlech Stages	Harlech & DMC
May 19	Anglesey Stages	North Wales CC
Jun 30	Envile Stages	Warrington & DMC
Aug 18	Gareth Hall Memorial	Bala & DMC
Nov 23/24	Glyn Memorial	Caerns & Anglesey MC

FOREST STAGE CHAMPIONSHIP

Feb 10	Riponian	Ripon MSC
Feb 16	Cambrian	North Wales CC
Mar 9	Malcolm Wilson	Kirkby Lonsdale MC
May 11	Plains	Knutsford & DMC
Jul 13	Nicky Grist Stages	Quinton MC
Aug 31	Woodpecker	60 & Worcestershire MC
Sep 27/28	Trackrod Yorkshire	Trackrod MC
	Grizedale Stages	West Cumbria MSC

ROAD & NAVIGATION RALLY CHAMPIONSHIP

Feb 2/3	Rali Mike Darowen	Dovey Valley MC
Feb 9/10	Rali Gogledd	Rhyl & DMC
Feb 23/24	John Robson	Hexham & DMC
Mar 23/24	Rali Llyn	Harlech & DMC
Apr 21/22	Border 100	Welsh Border CC
Apr 27/28	Primrose Trophy	Clitheroe & DMC
May 18/19	Night Owl	Aberystwyth & DMC
Aug 17/18	Barcud Rally	Barcud MC
Aug 31/1	Rali Bro Cader	Harlech & DMC
Sep 14/15	Rali Môn	Caerns & Anglesey MC
Sep 21/22	Clitheronian	Clitheroe & DMC
Oct 26/27	Cilwendeg	Teifi Valley MC
Nov 2/3	Powys Lanes	Epynt MC
Nov 2/3	Dansport	Matlock MC
Nov 9/10	Winter Challenge	North Wales CC
Nov 9/10	Farrington	Clwyd Vale MC
Nov 16/17	Brynau Clwyd	Bro'ton & Bre'ton MC

NORTH WALES ROAD RALLY CHALLENGE

Feb 2/3	Rali Mike Darowen	Dovey Valley MC
Feb 9/10	Rali Gogledd	Rhyl & DMC
Mar 23/24	Rali Llyn	Harlech & DMC
Apr 21/22	Border 100	Welsh Border CC
Aug 31/1	Rali Bro Cader	Harlech & DMC

Sep 14/15	Rali Môn	Caerns & Anglesey MC
Nov 9/10	Winter Challenge	North Wales CC
Nov 9/10	Farrington	Clwyd Vale MC
Nov 16/17	Brynau Clwyd	Bro'ton & Bretton MC

HISTORIC ROAD CHAMPIONSHIP

Feb 23/24	Hexham Historic	Hexham & DMC
Mar 2	Tour of Cheshire	Knutsford & DMC
Apr 14	Jubilee Classic	Ilkley & DMC
Aug 12	St Wilfrid's	Ripon MSC
Aug 31	Tour of Clwyd	Clwyd Vale MC
Oct 19	Devil's Own	Kirkby Lonsdale MC

AUTOTEST CHAMPIONSHIP (* inc Clubman)

Jan 13	Autotest *	Rhyl & DMC
Feb 17	Autotest *	Accrington MSC
Mar 3	Autotest *	Caerns & Anglesey MC
Mar 10	Jon MacKenzie	Hagley & DLCC
Apr 28	Autotest *	Rhyl & DMC
May 19	Autotest *	CSMA NW
May 19	Granny Knot	Wolv'ton & South Staffs
Jun 23	Autotest *	CSMA NW
Jul 7	Tim Sargeant	Knutsford & DMC
Aug 4	Kenning's	Caerns & Anglesey MC
Aug 4	Autotest *	Under 17 MC NW
Sep 15	Autotest *	Under 17 MC & CSMA
Sep 22	Autotest *	Rhyl & DMC
Nov 17	Autotest *	Rhyl & DMC
Dec 1	Autotest *	Bolton-le-Moors CC
Dec 8	Autotest *	Accrington MSC

PRODUCTION CAR AUTOTEST CHAMPIONSHIP (* inc Clubman)

Jan 13	New Year PCA	Bala & DMC
Jan 27	New Year PCA *	Knutsford & DMC
Feb 3	PCA *	Bolton-le-Moors CC
Feb 16	PCA *	Under 17 MC NW
Feb 17	PCA *	Accrington MSC/CSMA NW
Mar 3	PCA *	Caerns & Ang MC
Apr 28	PCA *	Rhyl & DMC
May 19	PCA *	Boundless by CSMA NW
Jun 23	PCA *	Boundless by CSMA NW
Jul 14	Weardale PCA *	Hexham & DMC
Aug 3	PCA *	Under 17 MC NW
Aug 4	PCA *	Under 17 MC NW
Aug 4	Kenning's *	Caerns & Anglesey
Sep 22	PCA *	Rhyl & DMC
Nov 17	PCA *	Rhyl & DMC
Dec 1	PCA *	Bolton-le-Moors CC
Dec 7	PCA *	Under 17 NC NW
Dec 8	PCA *	Accrington MSC

AUTOSOLO CHAMPIONSHIP (* inc Clubman)

Jan 27	New Year A'solo *	Knutsford & DMC
Feb 3	Autosolo *	Bolton-le-Moors CC
Feb 16	Autosolo *	Under 17 MC NW
Feb 17	Autosolo *	Accrington MSC/CSMA
May 19	Autosolo *	Under 17 MC NW
Jun 23	Autosolo *	CSMA NW
Aug 3	Autosolo *	Under 17 MC NW
Aug 4	Autosolo *	Under 17 MC NW
Sep 14	Autosolo *	Under 17 MC NW
Sep 15	Autosolo *	Under 17 MC NW
Sep 29	Autosolo *	Knutsford & DMC
Dec 1	Autosolo *	Bolton-le-Moors CC
Dec 7	Autosolo *	Under 17 MC NW
Dec 8	Autosolo *	Accrington MSC

CAR TRIALS CHAMPIONSHIP

May 25	Derwydd Trial	Bala & DMC
Jun 2	MAS Trial	Caerns & Ang MC
Jun 10	Wyre Forest	Kidderminster MCC
Jun 30	Ingleton Trial	Clitheroe & DMC
Jul 20	Cymru	North Wales CC
Jul 21	HCC Wales	Clwyd Vale MC

Jul 29	Filtrate Trophy	Ilkley & DMC
Sep 7	Roberts Trial	Caerns & Anglesey MC
Sep 8	Ernest Owen Trial	Owen MC
Sep 29	Disgarth Trial	Bala & DMC

SPRINT CHAMPIONSHIP

Apr 6	Anglesey Sprint	Longton & DMC
Apr 7	Anglesey Sprint	Longton & DMC
Apr 27	Aintree Spring Sprint	Liverpool MC
May 4	Anglesey Sprint	MGCC North-West
May 5	Anglesey Sprint	MGCC North-West
May 18	Blyton Sprint	Longton & DMC
May 19	Blyton Sprint	Longton & DMC
May 27	Keith Pattison Blyton	Huddersfield MC
Jun 9	Graham Hill Sprint	Owen MC
Jun 15	Three Sisters	Longton & DMC
Jun 29	Aintree Summer Sprint	Liverpool MC
Aug 4	Three Sisters	Longton & DMC
Aug 11	Curborough	Mid-Cheshire MRC
Sep 1	Three Sisters	Longton & DMC
Sep 6	Aintree Autumn Sprint	Liverpool MC
Oct 5	Anglesey Nat Sprint	Longton & DMC
Oct 6	Anglesey Int Sprint	Longton & DMC

HILLCLIMB CHAMPIONSHIP

May 18	Loton Park	Hagley & DLCC
May 19	Loton Park	Hagley & DLCC
May 19	Scammonden	MGCC North-West
Jun 8	Barbon H'climb	Liverpool MC & KLCC
Jul 6	Barbon H'climb	Liverpool MC & KLCC
Jul 21	Scammonden	Mid-Cheshire MRC
Aug 3	Loton Hillclimb	Hagley & DLCC
Aug 4	Loton Hillclimb	Hagley & DLCC
Aug 17	Scammonden	Pendle DMC

**LIST LIABLE
TO CHANGE**

EVENTS SHOWN IN RED HAVE
NOT (YET) BEEN ADVISED TO
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CHECK OUT THE WEBSITE

www.anwcc.co.uk

ASSOCIATION OF NORTH-WESTERN CAR CLUBS

Please indicate your interests and classes by ticking relevant box(es) below:

Please register me for the ANWCC Championships 2019

I have indicated my interests and class eligibility – SEE ALONGSIDE AND OVERLEAF. I agree to be bound by the ANWCC Championship Regulations – these are available on our website www.anwcc.co.uk "Regulations" page, or copy available on request – tick here ☐ and copy will be sent.

STAGE RALLY & NORTH WALES CHALLENGE	
<input type="checkbox"/>	Driver – Expert
<input type="checkbox"/>	Driver – Novice
<input type="checkbox"/>	Co-Driver – Expert
<input type="checkbox"/>	Co-Driver – Novice
FOREST RALLY	
<input type="checkbox"/>	Driver – Expert
<input type="checkbox"/>	Driver – Novice
<input type="checkbox"/>	Co-Driver – Expert
<input type="checkbox"/>	Co-Driver – Novice
ROAD RALLY & NORTH WALES CHALLENGE	
<input type="checkbox"/>	Driver – Master
<input type="checkbox"/>	Driver – Expert
<input type="checkbox"/>	Driver – Semi
<input type="checkbox"/>	Driver – Novice
<input type="checkbox"/>	Driver – Beginner
<input type="checkbox"/>	Navigator – Master
<input type="checkbox"/>	Navigator – Expert
<input type="checkbox"/>	Navigator – Semi
<input type="checkbox"/>	Navigator – Novice
<input type="checkbox"/>	Navigator – Beginner
HISTORIC ROAD	
<input type="checkbox"/>	Driver – Expert
<input type="checkbox"/>	Driver – Novice
<input type="checkbox"/>	Navigator – Expert
<input type="checkbox"/>	Navigator – Novice
AUTOTEST	
<input type="checkbox"/>	Driver – Expert
<input type="checkbox"/>	Driver – Novice
PROD CAR AUTOTEST	
<input type="checkbox"/>	Driver – Expert
<input type="checkbox"/>	Driver – Novice
AUTOSOLO	
<input type="checkbox"/>	Driver – Expert
<input type="checkbox"/>	Driver – Novice
TRIALS	
<input type="checkbox"/>	Driver – Expert
<input type="checkbox"/>	Driver – Novice
SPRINTS	
<input type="checkbox"/>	Driver – Expert
<input type="checkbox"/>	Driver – Novice
HILLCLIMBS	
<input type="checkbox"/>	Driver – Expert
<input type="checkbox"/>	Driver – Novice

Name	
Address	
BLOCK CAPITALS, PLEASE!	
County	
Post Code	
Tel No	
e-mail address	
Club(s)	MAY BE MORE THAN ONE MUST BE ANWCC CLUB(S)
MSA Licence No	NOTE ... Non-licence holders may contest certain championships – see regulations
Occupation	
Date of Birth Required for Statistics!	JUNIOR UNDER 25 SENIOR OVER 55 as at 1 JAN 2019
Do you have access to the web, and willing to obtain Championship info from www.anwcc.co.uk which will be updated regularly?	YES / NO (delete as appropriate) if YES we thank you as this will keep costs down if NO you may be sent information periodically

Fees:

All Championships & Challenges (age 25 and over *)	£12.00	
All Championships & Challenges (age 17 to 25*)	£6.00	
All Championships & Challenges (under 17's *)	£0.00	
* ages as at 1 January 2019		
Contribution to Marshals Fund	£	
TOTAL ENCLOSED		£

Signature

DATA PROTECTION ACT (GDPR): Information will be held on computer to be used for ANWCC purposes only – see our website for our Privacy Policy.

One Fee gives entry ALL the Championships!
(please include voluntary donation to the ANWCC Marshals Fund)
Ladies & Allrounders Championships are automatically included.

Please make cheques payable to "ANWCC" and send with completed form to Dave Thomas, 11 Maes Canol, Llandudno Junction, LL31 9UX ... or PAYMENT CAN BE MADE BY BACS (see over) and e-mail completed form

For official use only:

Rec'd..... Paid (F) (M) How

19/

See notes overleaf >>

REGISTRATIONS RECEIVED UP TO 7 DAYS AFTER AN EVENT WILL RECEIVE POINTS GAINED ON THAT EVENT

Forms can also be downloaded from our website.

Please print off the form overleaf, fill it in (legibly, please!) and send it with your cheque (payable to "ANWCC Championships") to the Championship Co-Ordinator ...

Dave V Thomas,
11 Maes Canol,
Llandudno Junction,
LL31 9UX.

Or ... please fill in the form on your PC, save a copy then send it by e-mail to anwcc@talktalk.net ... payment can be made by Bank Transfer direct to the ANWCC account. Please give your name as a reference. The account details are as follows:

Account Name:	ANWCC Championships
Sort Code:	09-01-27
Account No.:	38108424

When payment is confirmed you will be sent your Championship Registration pack.

The fee is £12 for competitors aged 25 and over, £6 for competitors aged 17 to 24, and Free for competitors under 17 – ages as at 1 January 2019 – and will register you for ALL of our Championships – you do not have to claim points except as per ANWCC regulations (Allrounders and Marshals)!

We would appreciate donations to the ANWCC Marshals Fund – the money collected is used to fund a monthly draw amongst marshals who submit claims. The remaining balance is divided amongst the top 10 marshals in the ANWCC Marshals Championship at the end of the year.

NOTES:

[1] Competitors are reminded that they can claim a points score for events on which they officiate rather than compete – see Championship regulation 1.15.

[2] A Novice competitor is one who has not won more than one overall or class award in the role and discipline entered – National B or higher status events only.

Except for the Road Rally Championship and NW Road Rally Challenge where classification is as follows, applicable for the role now entered:

- Master – won a National B rally;
- Expert – finished in top 10 on a National B rally;
- Semi-Expert – finished in top 3 in class on National B rally;
- Novice – finished more than one National B rally;

Beginner - not finished more than one National B rally

We wish you all success and look forward to seeing you out and about on the events.

Keep checking our website for up-to-date information

www.anwcc.co.uk

Thank you for registering!

Motorsport North West

Legend Fires

North West Stages

Saturday 23rd March

2019

Motorsport North West can now confirm that they plan to run the Legend Fires North West Stages on Saturday 23rd March 2019, with a move to a new base in the Historic Lancashire market town of Garstang.

Following the change in the Road Traffic Act Legislation in 2017 the organisers took a year's sabbatical to concentrate on the vast amount of work needed to pursue the possibility of a number of Closed Road Special Stages for the 2019 event. They are now pleased to announce that a MSA permit has been issued which has allowed an application for a Motor Race Order to be submitted to the Local highways authority, Lancashire County Council.

Motorsport North West have worked closely with Wyre Council for a number of years having run Special Stages on the Council owned Fleetwood Waterfront in the past, so it made sense to seek their support for Closed Road Special Stages. It was at the Councils request that the base of the event has been moved into their Borough. Accordingly Central Service & scrutineering will be located at the Myerscough College, which is well known for their Motorsport Courses. Moving the base East still allows some of the traditional Area to be used, but opens up other possible options in the Lancashire Fells.

A tremendous amount of work has already been done and there are still numerous hurdles to overcome, but subject to securing the Motor Race Order, it is planned to use a combination of Closed Public Roads and Private venues for the Special Stages, giving approx 50stage miles in total.

Legendfires 
Quality Style Choice



motorsport UK

ANWCC Marshals Day

Saturday 26th January

Warrington Campus

of Chester University

Marshal update /refresher / training sessions take place on at Warrington Campus of Chester University.

We plan to run day sessions covering Timing, Radio, New to Motorsport and Sector Marshal, refreshers sessions for those looking to remain at the grade they already have and Taster workshops for those still deciding if they want to specialise.

If you would like to enrol please complete the form below and your name will be added to the list.

<https://form.jotformeu.com/janb/nw19>

We will aim to confirm receipt of your form within 24 hours but please bear with us, rallying sometimes gets in the way!

Clitheroe & DMC

Primrose Trophy

Navigational

Road Rally

27th/28th April

approx. 140 miles on

O/S Maps 97 & 98

Regs available

Beginning of March

www.clitheroedmc.co.uk


VOXcloud [®]

Hosted Business Phone System

voxcloud.co.uk / 0333 002 0000



NOTICE IS HEREBY GIVEN:

Please be advised that anyone planning to dash through the snow in a one-horse open sleigh, going over the fields and laughing all the way are required to undergo a Risk Assessment addressing the safety of open sleighs. This assessment must also consider whether it is appropriate to use only one horse for such a venture, particularly where there are multiple passengers. Please note that permission must also be obtained in writing from landowners before their fields may be entered.

To avoid offending those not participating in celebrations, we request that laughter is moderate only and not loud enough to be considered a noise nuisance.

Benches, stools and orthopedic chairs are now available for collection by any shepherds planning or required to watch their flocks at night.

While provision has also been made for remote monitoring of flocks by CCTV cameras from a centrally heated shepherd observation hut, all facility users are reminded that an emergency response plan must be submitted to account for known risks to the flocks. The angel of the Lord is additionally reminded that prior to shining his/her glory all around s/he must confirm that all shepherds are wearing appropriate Personal Protective Equipment to account for the harmful effects of UVA, UVB and the overwhelming effects of Glory.

Following last year's well publicised case, everyone is advised that EC legislation prohibits any comment with regard to the redness of any part of Mr. R. Reindeer. Further to this, exclusion of Mr. R Reindeer from reindeer games will be considered discriminatory and disciplinary action will be taken against those found guilty of this offence.

While it is acknowledged that gift-bearing is commonly practised in various parts of the world, everyone is reminded that the bearing of gifts is subject to Hospitality Guidelines and all gifts must be registered. This applies regardless of the individual, even royal personages. It is particularly noted that direct gifts of currency or gold are specifically precluded under provisions of the Foreign Corrupt Practices Act. Further, caution is advised regarding other common gifts, such as aromatic resins that may initiate allergic reactions.

Finally, in the recent case of the infant found tucked up in a manger without any crib for a bed, Social Services have been advised and will be arriving shortly.

Compliance of these guidelines is advised in order for you to fully participate with the festive spirit.

Hexham & DMC



John Robson / Hexham Historic Rally 23/24 February

- 140 mile 100% Tarmac
- Best lanes available in Northumberland & Co.Durham
- Unique Early Finish (1st car back by 02:00)
- ANCC Championship Round
- SD34MSG Championship Round
- HRCR 'Premier' Championship Round
- ANWCC Championship Round (Road Rally)
- ANWCC Historic Championship Round
- Simple no Non-sense Navigation
- Marked Maps for beginners
- Results by Mathew Atkinson

REGS

<https://hexhammotorclub.co.uk>

MARSHALS NEEDED!!!!

The John Robson/Hexham Historic will take place on the 23rd of February. The organisation is ticking along nicely but now it's down to you fine folks!

We need marshals and we need to start being able to place people on locations. So please please get in touch.

Your name will go on the list (don't tell him Pike) and we will allocate you to a location.

Please let us know how many people will be in your crew and if you are able to stay out all night. We expect the first car to finish around 2am so you should get plenty of beauty sleep still!

We will invite you all to join us at the finish for a meal and the results.

Thanks all we look forward to your support

Chief Marshals

Luke Tait and Josh Davison!

ChiefMarshal@hexhammotorclub.co.uk

2 Pugs FOR SALE



ANWCC Championship Winning Car Ready to go

- Billstein s front and rear
- stainless exhaust
- helical diff
- hyd hand brake
- on Northallerton rolling road pok got 159 bhp at engine



Peugeot 205gti

- The car is log booked ready to rally
- standard engine
- 4branch exhaust
- billsteins adjustable fronts
- billies on rear
- hyd handbrake
- helical diff
- tank guard
- never been in the forest just on Tarmac (we have original seats etc to take it back to standard road spec if needed)

Open to offers

William Jarman

07850-392854

For more details

Large Spares Package

For both cars is also Available



A source for the individual club car driver to be specially featured, read about other drivers in the scene and browse a for sale section.

<https://clubcardriver.com>



Pro-Rally.co.uk

1



Motorsports Photography and Journalism

Classic Rallying | Historic Rallying | Road Rallies
Stage Rally | Targa Rally | Vintage Car Rallies
Sprints & Hillclimbs | Stock Cars | Off Road

Phil James

Motorsports Photographer & Journalist

07771 76 86 59 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto

Pro-Rally.co.uk

1

www.pro-rally.co.uk

**Clitheroe
& District
Motor Club**



**Jack Neal
Memorial Stages**

Blyton Park

9th February 2019

Regs : Early in the New Year

www.clitheroedmc.co.uk

Marshals Wanted

sd34news@gmail.com

ADGESPEED

Unit 14,
Thames Trading Centre,
Woodrow Way, Irlam

Telephone

Unit : 0161 777 9949

Mobile : 07960 964069

Fax : 0161 777 9948

E-Mail : sales@adgespeed.co.uk



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01282 690184

MALTON MC



**MALTON
LASER**
PRECISION SHEET METALWORK

**Ryemoor Trophy
Road Rally**

19/20th January '19

The Ryemoor Trophy Road Rally is
a round of :

- ANCC Road Rally Championship
- SD34MSG Road Rally Championship
- ANEMMC Road Rally Championship

Regs :

[https://maltonmc.co.uk/wp-content/
uploads/2018/11/Malton-Laser-Ryemoor-
Trophy-Rally-2019-Regulations.pdf](https://maltonmc.co.uk/wp-content/uploads/2018/11/Malton-Laser-Ryemoor-Trophy-Rally-2019-Regulations.pdf)

I am Offended !

Well, everyone else is these days

So I am might as well be too

Christmas songs that are offensive.

- **I Saw Mommy Kissing Santa Claus** : subjecting minors to infidelity within marriage
- **The Christmas Song** : Open fire? Pollution. Folks dressed up like Eskimos? Cultural appropriation
- **Holly Jolly Christmas** : Kiss her once for me? Unwanted advances
- **White Christmas** : Racist
- **Santa Claus is Coming to Town** : Sees you when you're sleeping? Knows when you're awake? Peeping Tom stalker
- **Most Wonderful Time of the Year** : Everyone telling you be of good cheer? Forced to hide depression
- **Rudolph the Red-Nosed Reindeer** : Bullying
- **It's Beginning to Look a Lot Like Christmas** : Forced gender-specific gifts: dolls for Janice and Jen and boots and pistols (GUNS!) for Barney and Ben
- **Santa Baby** : Gold digger, blackmail
- **Frosty the Snowman** : Sexist; not a snow woman
- **Do You Hear What I Hear** : blatant disregard for the hearing impaired
- **Have Yourself a Merry Little Christmas** : Make the yuletide GAY? Wow, just wow
- **Jingle Bell Rock** : Giddy up jingle horse, pick up your feet: - animal abuse
- **Mistletoe and Holly** : Over eating, folks stealing a kiss or two? How did this song ever see the light of day?
- **Winter Wonderland** : Parson Brown demanding they get married ... forced partnership



Fell Side Auto Club Ltd.

THE NORTHERN CLASSIC TRIAL

23rd February 2019

MARSHALS WANTED

I am a bit thin on the ground at present with one or two usual volunteers either with other plans or not able due to medical issues.

I can be contacted via fsacnct@yahoo.co.uk. or by phoning on 01228 530555

Myke Pocock Chief Marshal

For Sale

Daihatsu Sirion Rally 2

Great starter targa/road rally car.

- Built 2014 by South West Motorsport and won first time out on the Exmoor Endurance.
- Gaz Gold coilover suspension, uprated springs.
- Safety Devices rear cage, TRS four point harnesses with Corbeau seats.
- Navigators alloy footrest and LED plotting lights, 2 Poti plugs.
- Front strut brace, alloy sump guard and tank guard, extinguisher.
- Spotlights not included.
- Spares package include spare wheels and tyres, bumpers, exhaust etc etc.
- Used 2018 on Hexham and Clithertonian road rallies, Ilkley and Knutsford Targa and 12-car with 100% finishing record.
- MOT to Nov 2019, 39,000 miles.

£1750

Contact Neil Johnson 07464719825
or Steve Entwistle 07812579106.





ANCC

Association of Northern Car Clubs

**Presentation Night
Friday 1st February
The Old Golf House**

New Hey Road
Outlane
Huddersfield
HD3 3YP

£25 pp

3 Course Meal

Award Winners - Free

Tickets available from :

Heidi Woodcock

heidiwoodcock72@gmail.com

Or

Message 07790970677

A Great deal has been done
with the hotel if you require a
room (inc. Breakfast)

Tel (Hotel) 01422-379311



MOTOR SPORT GROUP

**SD34MSG
2018 Prize
Presentation
Friday
22nd February**

8:00 for 8:30

Blackburn Rugby Club
Ramsgreave Drive
BB1 8NB

Pie & Peas Supper

Tickets £5:00

From

Maurice Ellison

sd34news@gmail.com

07788-723721





rally TRACKDAYS

NEW! Junior rally TRACKDAYS

JUST £135 FOR THE DAY

Anglesey Circuit's new Rally Trackday events operate in a similar manner to a regular track day, featuring all-asphalt stages for drivers and co-drivers to run as a team. Featuring multiple, specially designed stages suitable for all cars and driver abilities, from novice to experienced rally teams.

MAR 16 th FRIDAY	JUN 12 th THURSDAY	AUG 16 th THURSDAY	SEP 23 rd SUNDAY	NOV 5 th MONDAY	DEC 29 th SATURDAY
--------------------------------	----------------------------------	----------------------------------	--------------------------------	-------------------------------	----------------------------------

BOOK ONLINE AT RALLYTRACKDAYS.COM
OR CALL THE CIRCUIT OFFICE ON 01407 811400

angleseycircuit
fracmon



BW

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TWO PEAKS MC

www.twopeaksmotorclub.uk

HOWELLS

**The Howells Group plc
Tour of the Peaks 2019**
27th April 2019

- Start & Finish at the Oil Can Cafe, in the all new Carding Shed, Holmfirth, West Yorkshire. www.thecardingshed.co.uk
- Approx. 150 miles of route through the scenic Dark and White Peaks of the Peak District.
- Supplied Quality Paperwork and Road Book with an all tulip navigational route.
- Visit Progress Controls and record Code boards along the route.
- Average speed timing.
- Open to Sports, Historic, Interesting and Classic cars.
- Lunch Halt at Chatsworth House with buffet and private parking for competitors and photo opportunity.
- No Competition licence needed.
- Breakfast and Lunch included in £75 entry fee (for 2 people).
- Optional food and drinks available at the Finish.
- Regulations & Entry Form will be released on the 5th January 2019 via our website at www.twopeaksmotorclub.uk
- To go on our mailing list for Regulations and Entry Form please email the Tour at: info@twopeaksmotorclub.uk

CHATSORTH

OIL CAN CAFE
AT THE CARDING SHED


For further information about Two Peaks Motor Club email us at: info@twopeaksmotorclub.uk

Autumn 2018

Join Us



TOM IRVIN PHOTOGRAPHY
WWW.TOMIRVINPHOTOGRAPHY.CO.UK



**SINGLE SEATER
TRACKDAYS**

Anglesey Circuit Introduce Single Seater Track Days

Whether you have a car you want to try, one that needs the dust blown off after resting in your garage or you simply want to shake the car down we very much look forward to welcoming you to our Single Seater Track Days!

£185.00 PER CAR, INCLUSIVE OF ONE ADDITIONAL DRIVER & GARAGE HIRE

BOOK ONLINE AT ANGLESEYCIRCUIT.COM
OR CALL THE CIRCUIT OFFICE ON 01407 811400

angleseycircuit
fracmon

Manx Auto Sport

OrmCo Stages Rally

OrmCo Junior Stages

OrmCo



Manx Auto Sport are pleased to announce an additional event to their Stage Rally Calendar in 2019. February 2019 will see the return of a

Single Venue Rally at Jurby Motordrome.

With this Manx Auto Sport are pleased to announce a new title sponsor for the event. Local firm OrmCo will become sponsor for the event in 2019

This Single Venue event will incorporate two Rallies, "OrmCo Stages" and "OrmCo Junior Stages". The "OrmCo Junior Stages" is dedicated to Junior Competitors (driver aged 14-17, with cars restricted to 1000cc). Both events are planned to cover approx. 35 special stage miles.

Entry to the event will be £225 for the OrmCo Stages and £185 for the OrmCo Junior Stages.

Travel inclusive rates will be available for any crew from off the island wishing to join us

To help competitors with their costs, Manx Auto Sport are pleased to announce that they will accept staged payments towards the event.

Formal Entries are planned for opening in November 2018.

Any Crews wishing to register their interest in the event and to start a staged payment plan should email :

entries.manxautosport@gmail.com

We hope the simple and cost effective format will encourage old and new competitors from on and off the island to compete

www.manxautosport.org

Hexham & DMC

John Robson /

Hexham Historic Rally

23/24 Feb

140 miles of 100% Tarmac route using the best lanes of Northumberland & County Durham

A round of the Following Championships

- ANWCC
- SD34MSG
- ANCC
- NESCRO
- ANWCC Historic

Regs out on the 1st of January

Marshals Needed

ChiefMarshal@hexhammotorclub.co.uk

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Office Tel No : 0161 - 643 - 7845**

E-Mail :

gazzard.accts@btinternet.com



Gazzard Accounts Ltd

Knutsford and District Motor Club Limited

The New Year AutoSOLO & PCA 27th January 2019

As a new member of the SD34MSG we welcome competitors from the member clubs of the group. In line with the rule change by Motorsport UK the event is being run at Clubmans level which avoids the requirement for a competition licence while still counting for the ANWCC Autosolo Championship.

The Autosolo event is a round of the following Championship;

- Knutsford & DMC Challenge
- ANWCC Autosolo and Allrounders
- SD34 MSG Non Race/Rally Championship
- SD34 MSG Inter-Club League
- SD34 MSG Individual Championship

**Regs available at
www.knutsfordmotorclub.co.uk.**

The secretary of the meeting to whom all entries must be sent is

Duncan Wild,
44 Oaklands, Guilden
Sutton, Chester, CH3 7HE.
Tel 01244 300511 / 07778 968382

***It is now that time of year for
The SD34MSG Road Rally Competitors
to vote for
'The Best SD34MSG Road Rally of 2018'
send YOUR VOTE to
steven.butler9@btinternet.com***

R 1	20/21 Jan	Ryemoor Trophy Rally	Malton MC
R 2	10/11 Feb	Rali Gogledd Cymru	Rhyl & DMC
R 3	25/26 Feb	John Robson Rally	Hexham & DMC
R 4	25/26-Mar	Primrose Trophy Rally	Clitheroe & DMC
R 5	14/15 Apr	Kick Start Rally of Derbyshire	Matlock MC
R 6	16/17 Jun	Memorial Rally	G&PMC
R 7	21/22-Jul	Beaver Rally	Beverley & DMC
R 8	8/9 -Sep	Colman Tyres	Ilkley & DMC
R 9	22/23-Sep	Clitheronian Rally	Clitheroe & DMC

OFFICIAL CONVERSION CHART

HOW TO INTERPRET

ANTIQUE CAR ADS

IF IT SAYS:

IT REALLY MEANS:

Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more



Acknowledgements

Thanks to all contributors - and a big thanks to
the **Championship Compilers**

Steve Butler	Road Rally
Tracey Smith	Stage Rally
Steve Lewis	League
Alan Shaw	Marshals & U18
Steve Price	Sprint & Hillclimb
Steve Lewis	Individual
Tracey Smith	None Race / None Rally

(not an easy job keeping track of all those events
and competitors from so many different clubs)

**A Special mention of gratitude to
ALL THOSE CLUBS AND PEOPLE
WHO DO SEND IN REPORTS,**

Jokes, Photographs, Information, reports etc

Terry Martin,	Steve Entwistle,
Rod Brereton,	John Rhodes
Alan Bibby	Bruce Lindsay
Paul Buckel,	Jem Dale,
Steve Butler,	Geoff Bengough
George Jennings	Keith Thomas
Tony Lynch	Lauren Hewitt
Neil Raven	Tony Vart
Tommi Meadows	Matt Broadbent
Bob Hargreaves	Tony North
Songasport	Sam Spencer
Ed Graham	Sam Collis
Niall Frost	Simon Frost
John Harden (LiMC)	Matt Hewlett
Mike Garstang	Gareth Lloyd
Adrian Lloyd	Dave Thomas
Chris Williams	Geoff & Maggy Bateman

Phil James of Pro-Rally,

Bill Wilmer & The Gemini Communications Team
Keith Lamb (Gemini 9) Ian Davies (Gemini 23)
Peter Langtree (Gemini 48) Tony Jones (Gemini 58)
Bryan Flint (Gemini 32) Derek Bedson (Gemini 21)
Adrian Spencer (Adgespeed) Phil Andrews
Tom Irvin Photography

Paul Gilligan 'Inside the Industry'

Paul Commons : Paul Commons Motor Sport

Duncan Littler Speed Sports Photography

*and last but not least, Chairman / Secretary
(& my complaints manager)*

Les Fragle

& if I have left you out of the above credits,

**The opinions expressed in this
publication are those of the individual
contributors, and not necessarily
those of the editor or the committee
of the SD34MSG**

SD34MSG AGM

**Wednesday
16th January 2019**

**8-00pm,
Poachers, Bamber Bridge
PR5 6BA**

ANCC



Monday 7th January

Cleckheaton Sports Club, BB19 3UD

*Just off Chain Bar Roundabout ,
Junc 26 of the M62*

www.ancc.co.uk



Tuesday February 12th

8.00pm

The Windmill

**Just off M6 Junc 19, Chester Rd.,
Knutsford, WA16 0HW**

<http://anwcc.co.uk/>

*The **intention** is to publish this EMag on the last day of
each month. It will be emailed to SD34MSG Delegates
for them to forward to their Club Members as they wish.*

**Deadline for copy
for the February edition is
Tuesday the 29th of January
which is due out on**

Thursday the 31st January
**PLEASE Email Reports etc. ASAP
to**

Maurice Ellison at :

sd34news@gmail.com

**NB : The Editorial team reserves the right to do
their job as Editors and may amend articles
and reports as they see fit**