

# February 2019 spotlight



**Airedale & Pennine MCC**  
**January PCA**

*Photo Courtesy of  
Jez Turner*

[www.sd34msg.org.uk](http://www.sd34msg.org.uk)

*Volume 10 : Issue 2 : February 2019 : Maurice Ellison*

# Chairman's Chat

Well our 2019 championship is already under way with more events in the calendar and hopefully more registered contenders. The registration fee is still just £5 so clubs must encourage as many of their competitors to register as the money all goes to the championship awards.

However the 2018 season is not quite done as Championship Awards Presentation Evening will be held at Blackburn Rugby Club on Friday 22nd February with tickets at just £5. Please could clubs donate raffle prizes as the income of the raffle is a major way of funding the event. Full details of the event are given within this issue.

The major motorsport event of this year in this neck of the woods will be the Legend Fires North West Stages Rally on 23<sup>rd</sup> March which for the first time will use some fantastic stretches of closed public roads in the borough of Wyre. There was a highly successful PR and Press Day at Myerscough College, the base for the rally, in early January and when the entries opened a couple of weeks ago the response was amazing with it massively over-subscribed within a few hours. Several of our member clubs are heavily involved in organising and running the rally and hopefully it will be well received by the local residents, businesses and councillors. If the event in Clacton last year is anything to go by it will be a great boost to our area.

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

## Contents

### **Front Cover : A&PMCC PCA**

Pg. 2	<i>Contents</i>	Pg. 34	<i>Grass Roots Motorsport : Hexham 12 Car</i>
Pg. 3	<i>SD34MSG Contacts</i>	Pg. 35	<i>Grass Roots Motorsport : January PCA</i>
Pg. 4	<i>Member Club Contacts</i>	Pg. 36	<i>Grass Roots Motorsport : 2018 Review</i>
Pg. 5	<i>Meetings SD34MSG AGM</i>	Pg. 37	<i>Gemini Motorsport Team</i>
Pg. 6	<i>Meetings SD34MSG Ordinary Meeting</i>	Pg. 38	<i>Gemini Motorsport Team</i>
Pg. 7	<i>2019 SD34MSG Championships</i>	Pg. 39	<i>Radio Mutterings</i>
Pg. 8	<i>2019 SD34MSG Championships</i>	Pg. 40	<i>Wales Rally GB News</i>
Pg. 9	<i>2019 Inter-Club League</i>	Pg. 41	<i>Grumpy Old Git</i>
Pg. 10	<i>Under 18 Championship Registration</i>	Pg. 42	<i>Inside the Industry</i>
Pg. 11	<i>2019 Championship Registration</i>	Pg. 43	<i>Inside the Industry</i>
Pg. 12	<i>2019 Championship Classes</i>	Pg. 44	<i>Inside the Industry</i>
Pg. 13	<i>2019 SD34MSG Calendar</i>	Pg. 45	<i>Inside the Industry</i>
Pg. 14	<i>2019 SD34MSG Calendar</i>	Pg. 46	<i>ANWCC Awards Night</i>
Pg. 15	<i>2019 SD34MSG Calendar</i>	Pg. 47	<i>A Changed Motoring Scene</i>
Pg. 16	<i>2019 Championship Rounds</i>	Pg. 48	<i>A Changed Motoring Scene</i>
Pg. 17	<i>2018 Award Winners</i>	Pg. 49	<i>MOT Exemption</i>
Pg. 18	<i>Around the Clubs : Clitheroe &amp; DMC</i>	Pg. 50	<i>Bala &amp; DMC Gareth Hall Trophy</i>
Pg. 19	<i>Around the Clubs : Clitheroe &amp; DMC</i>	Pg. 51	<i>NESCRO</i>
Pg. 20	<i>Around the Clubs : More SD34MSG Clubs</i>	Pg. 52	<i>MSUK News</i>
Pg. 21	<i>Around the Clubs : More SD34MSG Clubs</i>	Pg. 53	<i>MSUK News</i>
Pg. 22	<i>Around the Clubs : Blackpool SSMC</i>	Pg. 54	<i>Training Dates</i>
Pg. 23	<i>Tales from the Stop Line</i>	Pg. 55	<i>ANWCC 2019 Championship Positions</i>
Pg. 24	<i>Tales from the Stop Line</i>	Pg. 56	<i>ANWCC 2019 Championship Positions</i>
Pg. 25	<i>Dirty Fingernail Club</i>	Pg. 57	<i>ANWCC 2019 Championship Positions</i>
Pg. 26	<i>Famous Fords in the Far North</i>	Pg. 58	<i>ANWCC 2019 Draft Championship Rounds</i>
Pg. 27	<i>Famous Fords in the Far North</i>	Pg. 59	<i>ANWCC 2019 Championships Registration</i>
Pg. 28	<i>Ryemoor Trophy Rally</i>	Pg. 60	<i>ANWCC 2019 Championships Bits &amp; Bobs</i>
Pg. 29	<i>Ryemoor Trophy Rally</i>	Pg. 61	<i>Odds, Sods &amp; Bodkins &amp; Events</i>
Pg. 30	<i>Ryemoor Trophy Rally</i>	Pg. 62	<i>Odds, Sods &amp; Bodkins &amp; Events</i>
Pg. 31	<i>Bagger '19</i>	Pg. 63	<i>Odds, Sods &amp; Bodkins &amp; Events</i>
Pg. 32	<i>Brands Hatch Winter Stages</i>	Pg. 64	<i>Odds, Sods &amp; Bodkins &amp; Events</i>
Pg. 33	<i>Brands Hatch Winter Stages</i>	Pg. 65	<i>Odds, Sods &amp; Bodkins &amp; Events</i>
		Pg. 66	<i>Odds, Sods &amp; Bodkins &amp; Events</i>
		Pg. 67	<i>Odds, Sods &amp; Bodkins &amp; Events</i>
		Pg. 68	<i>Odds, Sods &amp; Bodkins &amp; Events</i>
		Pg. 69	<i>Odds, Sods &amp; Bodkins &amp; Events</i>
		Pg. 70	<i>Odds, Sods &amp; Bodkins &amp; Events</i>
		Pg. 71	<i>And at long, long last : Meeting Dates</i>





MOTOR SPORT GROUP

## Contacts

- President** : **Alan Shaw**  
**U18 Championship Marshals Compiler C.P.O.** shawalan555@gmail.com  
01282-602195
- Chairman** : **Les Fragle**  
**Secretary** les.fragle@gmail.com  
01995-67223
- Vice Chairman** : **Bill Wilmer**  
**Radios** Approved MSA Radio  
Co-ordinator  
Gemini Communications  
07973-830705  
w.wilmer@btinternet.com
- Treasurer** : **Steve Butler**  
**Road Rally Website** steven.butler9@btinternet.com  
**www.sd34msg.org**
- Lancashire RLO** : **Chris Woodcock**  
**MSA Rallies Committee** pdschris@aol.com  
**Chairman of ANCC** 01254-681350
- Sprint /Hillclimb** : **Steve Price**  
sp.sales739@aol.com
- League Compiler** : **Steve Lewis**  
**Individual Compiler** slewisbb1@gmail.com
- None Race/Rally & Stage Rallies** : **Tracy Smith**  
tracey.amsc@hotmail.com
- Registrations** : **David Barratt**  
davidpbarratt@gmail.com  
01254-384127
- Newsletter** : **Maurice Ellison**  
sd34news@gmail.com  
07788-723721  
01524-735488
- North West RDO** : **Steve Johnson**  
northwest@gomotorsport.net  
07718 051 882
- Yorkshire RDO** : **Heidi Woodcock**  
yorkshire@gomotorsport.net  
07790 970 677



**Comprising the following 11 Clubs**



**Blackpool South Shore Motor Club**  
www.bssmc.com



**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**  
www.warringtondmc.org



**Wallasey Motor Club**  
www.wallaseymc.com

**Website : [www.nwstages.co.uk](http://www.nwstages.co.uk)**  
**Mark Wilkinson - [secretary@nwstages.co.uk](mailto:secretary@nwstages.co.uk)**

## ADVERTISING in 'SPOTLIGHT'

**Readership in Excess of 10,000**

**1/4 page (ish - we are very flexible) advert  
for a full 12 issues (1 year) for just £100**

Sent to all **26 member clubs** and then  
**forwarded to club members + another 7000+ on  
the distribution list (26 X 100 + 7000 = 10,000+ readers)**

**And now sent to all ANWCC clubs (114)**

All advertising revenue helps to fund SD34MSG  
Contact either Les Fragle, Maurice Ellison  
or Steve Johnson for more details

**Steve Johnson**

07718 051 882 [steve.amsc@gmail.com](mailto:steve.amsc@gmail.com)

**Les Fragle** 01995-672230 [les.fragle@gmail.com](mailto:les.fragle@gmail.com)

**Maurice Ellison** 07788-723721 [sd34news@gmail.com](mailto:sd34news@gmail.com)

# SD34MSG

## Member Clubs & Contact Details

### Accrington MSC

Contact : David Barratt  
Email : davidpbarratt@gmail.com  
Tel. : 01254-384127  
Website : www.accrington-msc.org



### Airedale & Pennine MCC

Contact : John Rhodes  
Email : rhodesj3@sky.com  
Tel. : 07913 649131  
Website : www.apmcc.co.uk



### Blackpool South Shore MC

Contact : Dave Riley  
Email : rileydavea@virginmedia.com  
Website : www.bssmc.com



### Bolton-le-Moors MC

Contact : Jack Mather  
Email : jackmather95@hotmail.co.uk  
Website : http://blmcc.co.uk/



### Boundless by CSMA (NW)

Contact : Steve Johnson  
Email : steve.amsc@gmail.com  
Tel. : 01254-392663  
Mob. : 07718 051 882



### Clitheroe & DMC

Contact : Maurice Ellison  
Email : sd34news@gmail.com  
Tel. : 01524-735488  
Mob. : 07788-723721  
Website : www.clitheroedmc.co.uk



### Garstang & Preston MC

Contact : Margaret Duckworth  
Email : margret.duckworth42@btinternet.com  
Tel. : 01772-700823  
Website : www.gpmc.org.uk



### High Moor MC

Contact : Gary Heslop  
Email : gary.heslop@btinternet.com  
Tel. : 0161-6430151  
Mob. : 07973-816965  
Website : www.hmmc.co.uk



### Hexham & DMC

Contact : Ed Graham  
Email : edgraham01@sky.com  
Tel. : 0161-2919065  
Website : www.hexhammotorclub.co.uk



### Knowldale CC

Contact : Stephen Broadbent  
Email :  
Tel. :  
Website : www.knowldale.co.uk



### Knutsford & DMC

Contact : Mike Vokes  
Email :  
Website : www.knutsfordmotorclub.co.uk  
Tel. : 07745-371386



### Lightning MSC

Contact : Andy Rhodes  
Email : andy.rhodes@btinternet.com  
Tel. : 01772-632820

### Lancashire A.C.

Contact : Chris Lee  
Email : info@lancsautoclub.com  
Tel. : 07831-124417  
Website : www.lancsautoclub.com



### Longton & DMC

Contact : Paul Tipping  
Email : paul.tipping@uwclub.net  
Website : www.longton-dmc.co.uk



### Liverpool MC

Contact : John Harden  
Tel. : 0161-9697137  
Email : lmc-chairman@liverpoolmotorclub.com  
Website : www.liverpoolmotorclub.com



### Manx AS

Contact : Mark Quayle  
Email : pdschris@aol.com  
Tel. : 07973-830695  
Website : www.manxautosport.org



### Matlock MC

Contact : Garry Evans  
Email : garrydotevans@hotmail.co.uk  
Website : www.matlockmotorclub.co.uk



### Mull CC

Contact : Chris Woodcock  
Email : pdschris@aol.com  
Tel. : 07973-830695  
Website : www.mullcarclub.co.uk



### Pendle & DMC

Contact : Ray Duckworth  
Email : raymond.duckworth@btinternet.com  
Tel. : 01282-812551  
Mob. : 07484161972  
Website : www.pendledistrictmc.co.uk



### Preston MC

Contact : Louis Baines  
Email : louisbaines@hotmail.co.uk  
Tel. : 07792 903166  
Website : www.prestonmotorsport.club



### U17MC-NW

Contact : Steve Johnson  
Email : steve.amsc@gmail.com  
Tel. : 07718 051 882  
Website : www.u17mc-northwest.org.uk



### Stockport061MC

Contact : Mark Wilkinson  
Email : info@stockport061.co.uk  
Tel. : 07879-657580  
Website : www.stockport061.co.uk



### Wallasey MC

Contact : Tony King  
Email : tony\_king@msn.com  
Tel. : 07989-616546  
Website : www.wallaseymc.com



### Warrington & DMC

Contact : George Jennings  
Email : gajennings@sky.com  
Website : www.warringtondmc.com



### Wigan & DMC

Contact : Tony Lynch  
Email : rallycrosser790@aol.com  
Website : www.wiganmotorclub.org.uk



### 2300 Club

Contact : Neil Molyneux  
Email : 2300@fcs-uk.com  
Website : www.2300club.org



# SD34 MSG Annual General Meeting Highlights

16<sup>th</sup> January 2019

- The Chairman reported that 2018 had been another good year with an increase in the number of events and championship registrations. The fact that more organisations are prepared to advertise in the **'spotlight'** newsletter shows how well SD34 MSG is thought of. He thanked all the officers, championship compilers, supporters and particularly Maurice Ellison, the **'spotlight'** editor, for their excellent work.
- The Treasurer reported that thanks to the continued support of Gazzard Accounts, the increasing income from adverts in **'spotlight'** and more championship registrations our bank account is very healthy. It was agreed to again donate to the North West Air Ambulance as this charity has no government funding and we never know when we might need their services. Despite questioning the small championship registration fee (just £5 for all disciplines) it was agreed not to increase it. Club subscriptions remain at £30. A vote of thanks to the Treasurer was given.
- The championship compilers gave a summary of each discipline;
- InterClub League: There were many more events this year. 1<sup>st</sup> o/a again were CDMC, from BleMCC and U17MC. APMCC won Div B and LDMC won Div C. Lots of competitors were scoring League points but were not registered so clubs were reminded to encourage their competitors to register.
- Individual: 27 registered contenders qualified. Most competitors scored in one discipline with the odd event in another one. ~40% of individuals scored marshalling points. 1<sup>st</sup> o/a was Nigel Fox (CDMC) from Any Williams and Steve Johnson (both of U17MC).
- Non Race/Rally: The compiler thanked everyone who had supported this championship. 1<sup>st</sup> o/a was Jamie Foster (U17MC) from Warren Nicholls (BleMCC) and Andy Williams (U17MC). For 2019 there are revised classes and the cap on the Index of 12. Competitors will no longer need a Nat B licence to claim points.
- Sprint & Hillclimb: 19 events ran and the positions were very close right to the end. 1<sup>st</sup> o/a was Nigel Fox (CDMC) from Russell Thorpe (LivMC) and Steve Wilson (LDMC). For 2019 the classes will be as for the ANWCC championship.
- Stage Rally: The championship was hard fought and resulted in a tie for 1<sup>st</sup> o/a driver and only one point between 1<sup>st</sup> and 2<sup>nd</sup> co-leader. Drivers; Joint 1<sup>st</sup> o/a were Andrew Morris (CDMC) and Clavin Woods (WDMC) from James Swallow (BleMCC). Co-Drivers; 1<sup>st</sup> o/a was Chloe Thomas (CDMC) from Connor Aspey and Lauren Hewitt (both of WDMC).
- Road Rally: Again it was a very good year with 9 events and 16 drivers and 16 navigators qualifying and 6 novice drivers and 7 novice navigators. The Primrose Rally had the highest number of registered contenders entered. Drivers; 1<sup>st</sup> o/a was Matt Flynn from Stephen Holmes and Tony Harrison (all of CDMC). Navigators; 1<sup>st</sup> o/a was Rob Jones from Sam Ambler and Ben Homes (all of CDMC).
- Marshals: This year was dominated by Maurice Ellison (CDMC) who amassed a staggering 317 points. He was followed by Andrea Baron on 197 and Tracey Smith on 177 (both of AMSC)
- Under 18: There were 5 contenders. 1<sup>st</sup> o/a was Matthew Nicholls (BleMCC) from Alexander Baron (AMSC) and jointly James Robinson (U17MC) and Elliot Shaw (CDMC).
- A vote of thanks to all the compilers and to Margaret Duckworth, the retiring Registration Officer, was given.
- Election of Officers: There were no nominations and the current officers agreed to remain in post however Les Fragle announced that he will be standing down as chairman and secretary at the end of 2019.
- Appointment of Championship Compilers: It was confirmed that Tracey Smith had taken over as the Stage Rally compiler and David Barratt as the Registration Officer. The remaining current officers agreed to continue in post. Note that the Championship Stewards remain at Les Fragle, Gary Heslop and Bill Wilmer. Thanks to Ian Bruce and Margaret Duckworth for the work for the Group.
- Constitution changes: None had been proposed however the constitution will be amended to change any reference to the MSA to Motorsport UK.
- Championship Rule changes: The changes discussed at the November meeting were ratified. There were two proposals to amend the numbers of Inter-Club League rounds but after much discussion these were withdrawn.
- A proposal to amend the way the organising club of the subsequent years Presentation Evening was discussed. It was agreed that up to the July meeting any club may put forward their offer to organise the event. After that point the default would be that the previous winning club would organise if they were able.
- A.O.B.:
- Voting for the Paul Coombes award is in progress – this award is voted by the road rally competitors and given to the club judged to have run the best event in the year.
- The next AGM will be held on 15<sup>th</sup> January 2020.



# **SD34 MSG Bi-monthly Meeting Highlights 16<sup>th</sup> January 2019**

- So far 19 clubs had paid their 2019 subscriptions.
- The MCC Argyll Stages will be run on 22<sup>nd</sup> June 2019.
- The championships have started with the first event on 13<sup>th</sup> January.
- To date there had been 43 championship registrations including 3 juniors.
- Any club that may wish to use Forestry Commission land must contact their RLO initially then Motorsport UK at least 18 months before the use, to get a forestry allocation.
- There has been continued discussion over the use of 4WD vehicles on Public Rights of Way.
- Permitted tyres for road rallies are as per List 6. Lists 2a, 2b or 2c are not permitted.
- The next ANCC meeting will be held on 8<sup>th</sup> April.
- The next ANWCC meeting will be held on 12<sup>th</sup> February.
- The next bi-monthly meeting will be on 20th March at The Poachers, Bamber Bridge.
- The 2018 SD34 MSG Awards Presentation Evening will be on Friday 22<sup>nd</sup> February at Blackburn Rugby Club. As ever clubs should supply raffle prizes as this is a major source of income to fund the event. Tickets are still just £5.
- All bar one of the perpetual trophies have returned to Gary Heslop at or before the next meeting.
- Please continue to send articles to Maurice Ellison for inclusion in further issues of 'spotlight'.
- Following the change from the MSA to Motorsport UK it is acceptable to continue using MSA named clothing.
- Be aware to have the correct statement regarding association with the FIA in any event paperwork.



## **GAZZARD ACCOUNTS** Registered Agent with HM Revenue & Customs.

**Accounts and Book-keeping  
services for Small Businesses.**

**We specialise in**

- Self Assessment,
- CIS
- VAT Returns.

**We also cater for SMALLER  
Limited Companies.**

**Workplace or Home/Evening  
visits can be arranged.**

**We will offer you the following :**

- Regular contact and advice
- Assistance for Self Employed
- Simple accounting practices
- Friendly service and assistance

**Serving Greater Manchester and  
areas of Lancashire and Cheshire.**

**Registered Office :  
33 Acresfield Road,  
Middleton,  
Manchester. M24 2WT.**

**Office Tel No : 0161 - 643 - 7845**

**E-Mail :  
[gazzard.accts@btinternet.com](mailto:gazzard.accts@btinternet.com)**



[illegible]

O/A	Co-Driver	Class	Pts	Club
-----	-----------	-------	-----	------

# Road Rally Championship

O/A	Navigator	Class	Pts	Club	Rds
-----	-----------	-------	-----	------	-----

[illegible]

O/A	Competitor	pts	Q	Club
-----	------------	-----	---	------



## Non Race/Rally Championship

O/A		Class	Score	Club
1	Joe Mallinson	B	10.91	A&PMCC
= 2	Andy Crawley	A	9.94	Warrington
= 2	Stephren Holmes	B	9.94	Clitheroe
4	Jessica Crawley	A	9.07	Warrington
5	Gary Ross	A	8.45	A&PMCC

## Sprint & Hillclimb Championship

O/A	Competitor	Score	Class	Club
-----	------------	-------	-------	------

## MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
= 1	Tim Millington	17	Warrington	N
= 1	Maurice Ellison	17	Clitheroe	N
= 3	Leah Brown	10	Clitheroe	N
= 3	Alivia Corps	10	Clitheroe	N
= 3	Dan Fox	10	Clitheroe	N
= 3	Stephen Hardy	10	Clitheroe	N
= 3	Sam Mitton	10	Clitheroe	N
= 3	Paul Pendleton	10	Clitheroe	N
= 3	Sammy Ralph	10	Clitheroe	N
= 3	Elliott Shaw	10	Clitheroe	N
= 3	Phil Shaw	10	Clitheroe	N

## U18 Championship

O/A	Competitor	pts	Club
-----	------------	-----	------

**26th August 1929 - 17th January 2019**



**RIP**

**Gavin Frew**

**Founder and  
past Chairman  
and our remaining  
Vice President**

**His funeral will be on  
11th February**

**at Lytham Crematorium  
at 1:30pm**

**followed by lunch  
at the Ship Inn Freckleton.**



# 2019 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC			
Bolton-le-Moors CC			
U17MC-NW			
Liverpool MC			
Warrington & DMC			
Preston MC			
Wigan & DMC			
Longton & DMC			
Division B		Position	
Club	Points	Div	O/A
Airedale & Pennine MCC			
Accrington MSC			
Blackpool South Shore MC			
Pendle & DMC			
Matlock MC			
Stockport 061 MC			
Wallasey MC			
Garstang & Preston MC			
Division C		Position	
Club	Points	Div	O/A
Manx AS			
Lancashire A.C.			
Knowldale CC			
High Moor MC			
Hexham & DMC			
CSMA (NW)			
Knutsford & DMC			
Lightning MSC			
Mull CC			
2300			
Motor Sport North West			
Updated			

## GAZZARD ACCOUNTS

**Registered Agent  
with HM Revenue &  
Customs.**

**Accounts and Book-keeping  
services for Small Businesses.**

**We specialise in**

- Self Assessment,
- CIS
- VAT Returns.

**We also cater for SMALLER  
Limited Companies.**

**Workplace or Home/Evening  
visits can be arranged.**

**We will offer you the following :**

- Regular contact and advice
- Assistance for Self Employed
- Simple accounting practices
- Friendly service and assistance

**Serving Greater Manchester and  
areas of Lancashire and Cheshire.**

**Registered Office :**

**33 Acresfield Road,  
Middleton,**

**Manchester. M24 2WT.**

**Office Tel No : 0161 - 643 - 7845**

**E-Mail :**

***gazzard.accts@btinternet.com***



**Gazzard Accounts Ltd**

# 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](http://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](mailto: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](mailto: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 : February to May

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
22 Jun	Stage Rally	Yes	Mull CC	Dunoon Presents Argyle Rally	Argyle
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		<b>Fire training</b>	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
7-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

**Registered Agent with HM Revenue & Customs.**  
**Accounts and Book-keeping services for Small Businesses.**  
**We specialise in**

- Self Assessment,
- CIS
- VAT Returns.

**We also cater for SMALLER Limited Companies.**  
**Workplace or Home/Evening visits can be arranged.**

**We will offer you the following :**

- Regular contact and advice
- Assistance for Self Employed
- Simple accounting practices
- Friendly service and assistance

**Serving Greater Manchester and areas of Lancashire and Cheshire.**

**Registered Office :**

**33 Acresfield Road, Middleton, Manchester. M24 2WT.**

**Office Tel No : 01706 - 620 - 896**

**E-Mail : [gazzard.accts@btinternet.com](mailto:gazzard.accts@btinternet.com)**

# SD34MSG 2019 Championship Rounds by Discipline at a Glance

## Road Rally Championship 2019

Date	Event	Organising Club
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
7-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
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
22nd Jun	Argyle Rally	Mull CC
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
16-Feb	Intro to Marshalling	Blackburn Services,
3-Aug	Fire training	Blackburn Services,
7-Dec	First Marshal On Scene	Blackburn Services,

# 2018 SD34MSG Championships

## *Final Results*

### Individual

<b>1st O/A</b>	<b>Nigel Fox</b>	<b>Clitheroe &amp; DMC</b>
2nd O/A	Andy Williams	U17MC (NW)
3rd O/A	Steve Johnson	U17MC (NW)

### U 18 Junior Championship

<b>1st O/A</b>	<b>Matthew Nichols</b>	<b>Bolton le Moors</b>
----------------	------------------------	------------------------

### Non Race - Non Rally

<b>1st O/A</b>	<b>Tim Foster</b>	<b>U17MC (NW)</b>
1st Class A	Warren Nichols	Bolton le Moors
2nd Class A	Andy Williams	U17MC (NW)
1st Class B	Dave Graves	Bolton le Moors
1st Class C	Lauren Crook	U17MC (NW)
1st Class E	Steve Johnson	U17MC (NW)
2nd Class E	Phil Clegg	Accrington MSC

### Sprint & Hillclimb

<b>1st O/A</b>	<b>Nigel Fox</b>	<b>Clitheroe &amp; DMC</b>
1st Class S	David Goodlad	Bolton le Moors
1st Class 1b	Russell Thorpe	Liverpool MC
2nd Class 1b	Nigel Trundle	G&PMC
1st Class 2	Steve Wilson	Longton & DMC
1st Class 3	Rob Holt	Liverpool MC
2nd Class 3	Colin Duncalf	Liverpool MC
1st Class 5	Mick Tomlinson	Pendle & DMC

### Stage Rally

#### Drivers

<b>=1st</b>	<b>O/A</b>	<b>Andrew Morris</b>	<b>Clitheroe &amp; DMC</b>
<b>=1st</b>	<b>O/A</b>	<b>Calvin Woods</b>	<b>Wigan &amp; DMC</b>
1st Class A		Steve Johnson	U17MC (NW)
1st Class C		George Merrills	S061MC
1st Class D		James Swallow	Bolton le Moors
2nd Class D		Brandon Smith	Clitheroe & DMC

#### Co-Drivers

<b>1st O/A</b>	<b>Chloe Thomas</b>	<b>Clitheroe &amp; DMC</b>
1st Class A	Connor Aspey	Wigan & DMC
2nd Class A	Steve Butler	Clitheroe & DMC
1st Class B	Bruce Lindsay	Pendle DMC
1st Class D	Lauren Hewitt	Wigan & DMC
2nd Class D	Terry Martin	Clitheroe & DMC

### Marshals

<b>1st O/A</b>	<b>Maurice Ellison</b>	<b>Clitheroe &amp; DMC</b>
2nd O/A	Amanda Baron	Accrington MSC
3rd O/A	Tracey Smith	Accrington MSC

### Road Rally

#### Drivers

<b>1st O/A</b>	<b>Matt Flynn</b>	<b>Clitheroe &amp; DMC</b>
1st Expert	Tony Harrison	Clitheroe & DMC
2nd Expert	Dan Sedgwick	Clitheroe & DMC
1st Semi-Expert	Steve Flynn	Clitheroe & DMC
1st Novice	Stephen Holmes	Clitheroe & DMC
2nd Novice	Chris Hewlett	Clitheroe & DMC

#### Navigators

<b>1st O/A</b>	<b>Rob Bryn Jones</b>	<b>Clitheroe &amp; DMC</b>
1st Expert	Sam Ambler	Clitheroe & DMC
2nd Expert	Louis Baines	Preston MC
1st Novice	Ben Holmes	Clitheroe & DMC
2nd Novice	Grace Pedley	Clitheroe & DMC

### Paul Coombes Awards

for the Best Road Rally 2018

*To Be Announced on the Night*

### Inter-Club League

<b>1st O/A</b>	<b>Clitheroe &amp; DMC</b>
1st Division A	Bolton le Moors CC
1st Division B	Airedale & Pennine MCC
1st Division C	Longton & DMC

### Brian Molyneux Award

*To Be Announced on the Night*

**REGISTER NOW FOR 2019**

**SD34MSG 2018  
AWARDS NIGHT**

**Friday 22<sup>nd</sup> February**

**Blackburn Rugby Club**

on the A6119, M/R 103 / 675 304, BB1 8NB

**7:30pm for 8:00pm**

**Tickets £5pp**

**Maurice Ellison email : sd34news@gmail.com**



# Clitheroe & District Motor Club



## 'What's On' at CDMC

**February 2019**

**Tuesday 5<sup>th</sup> February  
Awards Night  
Pie & Peas Supper**



Last Years Award Do

**Saturday 9<sup>th</sup> February  
HALL TROPHY  
At BLYTON**

Set Up Crews & Marshals Needed  
Maurice - [sd34news@gmail.com](mailto:sd34news@gmail.com)  
Set Up & Strip Down crews  
required for the Friday afternoon  
& Sunday Morning

**Tuesday 12<sup>th</sup> February  
Committee 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. Starting to get very popular nights*

**Tuesday 19<sup>th</sup> February  
Hall Trophy Forum  
How was it for you ?  
Marshalling or Competing**

## 'What's On' at CDMC

**February 2019**

**Friday 22<sup>nd</sup> February**

**SD34MSG**

**Awards Night**

**Blackburn Rugby Club**

**Pie & Peas Supper**

**Tickets £ 5 pp**

**Available from**

**Maurice : [sd34news@gmail.com](mailto:sd34news@gmail.com)**

**Tuesday 26<sup>th</sup> February**

**Round 2 of the 2019**

**Scatter Series**

**Clerk of Course - Maurice Ellison**

**O/S Map 103**

**See CDMC Facebook Page  
for more details & Entry**

**Clubnights & More at  
CDMC in January**

**Tuesday 8<sup>th</sup> January  
Committee Night**



**Standing room only at the Committee Night**

Matt Broadbent tries to catch up a few moments of sleep following a very Merry Christmas.

Paul & Matt Flynn failed to bring any left over Birthday cake to the meeting

# Clubnights & More at CDMC in January

## Tuesday 15<sup>th</sup> January Round 1 of the 2019 Scatter Series

Well on a night of Parliamentary Maybot mayhem a decent turnout of 11 crews descended upon Waddy Club for the first Navigational Scatter of 2019.

The conditions were a bit murky on the fell but all crews arrived home safely with no evidence of a rush in the morning to buy large quantities of T-Cut. (Dom hadn't entered.....) the spread of clues probably favoured the old hands slightly and it was no surprise when last years champs Pendleton/Holgate ran out joint winners with the Mitton boys in the mighty Metro which relegated The Dukes to an also ran spot on this occasion.

What was encouraging for me as an organiser was the fact that a couple of the novices to this type of event said they had really enjoyed it, which proves having a regular spot in the monthly CDMC calendar is well worthwhile in encouraging newcomers to the club/sport.

I did try a fun quiz style run off for top spot between the joint winners... suffice to say it was a tumbleweed moment as non of the four lads seemed to have a clue who Marcus Gronholm was.....am I that old lads! :-)

Oh and a real bonus was that The Primrose Trophy was handed in after being missing for circa 7 years...via MJ from Mrs Worden. Thanks for that folks.

## Tuesday 22<sup>nd</sup> January



Tuesday evening was like being back at School as Head Teacher Mr. Ellison (ably supported by Deputy Head Mr. Butler) ran a navigation masterclass and it was encouraging to see four groups of relative newcomers (and a complete novice or two) pouring over the maps and attempting to solve the navigational conundrums one might typically find on a plot'n bash event.

The Headmaster walked round helping all as there were one or two tricky instructions but all seemed to enjoy it and no-one ended up in detention and I think everyone learnt something. Thanks to Moz for setting it up

## Tuesday 29<sup>th</sup> January David 'Jak' Gillibrand

'Jak' Gillibrand hurried back from the Monte to do his bit at CDMCs Club night only to foul of dose of Laryngitis and had to postpone to some future date. So a Recent Events Forum and a chat about forthcoming events took place

### Bagger '19

**Terry Martin** failed to make the club night and also failed to Finish the Bagger, however, he did manage to discover an innovative alternative to the M5 . . The M42. Thanks to Jez for the information

**Matt Hewlett** found the event well worthy of its reputation and finished 20th O/A - See his report on pg 31. He also gave a little more detail about the crashed Fiesta.

### Ryemoor Trophy

**Ben Mitton / Levi Nicholson** found the Navigation tough and dropped 20mins on the first section

**Dominic Mctear / Ian Raynor** only managed about 30 miles before problems with the Throttle Position Sensor caused them to retire.

**Stephen Holmes/James Squires.** This was the first ever road rally for James. Managed a finish

**Dan Sedgwick/Sam Ambler** Enjoyed the event and the snow. No real tales to tell

**Chris & Matt Hewlett** The 1st section was good. Had one or two problems with other bits. Loved the second half. Starting to like Navigational events. It's the sense of achievement when you get it all to work. You need to keep practising

## 2019 Scatter Rally Series Championship Table Result

Drivers			Navigators		
O/A	Competitor	Pts	O/A	Competitor	Pts
=1	Ben Mitton	30	=1	Levi Nicholson	30
=1	Paul Pendleton	30	=1	Harris Halgate	30
3	Dan Sedgwick	23	3	Sam Ambler	23
4	Tony Vart	23	4	James Squires	20
5	Matt Simon	20	5	Alivia Corps	19
6	Matt Hewlett	19	6	Elliott Shaw	18
7	Phil Shaw	18	7	Martin Daws	17
8	Stephen Holmes	17	8	Jessica Redford	16
9	Paul Redford	16	9	Georgie Cotton	15
10	Steve Cotton	15	10	Ben Williams	14
11	Nick Bulmer	14	11	Will Melsome	13
12	Connor Stubbs	13	12		

R	Month	Date	Clerk of Course	Maps
R2	February	19th	Maurice Ellison	103



## **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.

## **Rock & Heiffer PCA s**

**10<sup>th</sup> February**  
**10<sup>th</sup> March**

Sign on at 10:00 am onwards  
1st Car Starting at 11am  
Entries - John Rhodes

## **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](http://www.liverpoolmotorclub.com)**

or you can contact LMC's Chief Marshal Bill Gray

Via the Liverpool MC Website

## **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](http://www.wiganmotorclub.org.uk)

## **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

## **Warrington & DMC**

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



## **Wern Ddu PCAs**

**7th April**  
**26th May**  
**13/14th July**  
**15th September**  
**27th October**



## 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](http://www.longton-dmc.co.uk)



## WALLASEY MC

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

**2018 Awards Evening**  
**February 23rd 2019**  
**19:00 Start**  
**Lyceum**  
**Port Sunlight**



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

**Annual Dinner**  
**Saturday 2nd March**  
**Davenport Golf Club**  
**£20 pp**

## Hexham & DMC

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



# Knutsford District Motor Club



Meet on the second Monday of each Month at :  
**The Kilton Inn**  
Warrington Road,  
Mere,  
Knutsford WA16 0PZ

## AWARDS NIGHT

**SATURDAY 23RD FEBRUARY**  
Larkspur Lodge  
Principal Guest : Paul Woodford  
Tickets £29 pp  
Book on line at  
[www.knutsfordmotorclub.co.uk/onlinebooking.html](http://www.knutsfordmotorclub.co.uk/onlinebooking.html)

## AGM

**Monday the 11<sup>th</sup> of March**

We would like to invite the SD34MSG Member Clubs to

### Twilight (Scatter) Rallies

These use the Cheshire and surrounding areas, and are held on Monday evening and last for about 3hrs start is 19.00hrs. Clubman Permit

Dates      Monday 4<sup>th</sup> February  
              Monday 4<sup>th</sup> March  
              Monday 1<sup>st</sup> April  
              Monday 7<sup>th</sup> October  
              Monday 4<sup>th</sup> November  
              Monday 2<sup>nd</sup> December

### Grass Autotests

These are held at farms just north of Knutsford on a Monday evening start time 19.00hrs. Clubman & PCA Permit

Dates      GA 191 – Monday 29<sup>th</sup> April  
              GA 192 – Monday 20<sup>th</sup> May  
              GA 194 – Monday 1<sup>st</sup> July

### Grass Trials

These are held at farms just north of Knutsford on a Monday evening start time 19.00hrs. Clubman Permit

Dates      GA 193 – Monday 3<sup>rd</sup> June  
              GA 195 – Monday 5<sup>th</sup> August

## Regulations

for all the above events are on the  
Knutsford & District motor club web site

[www.knutsfordmotorclub.co.uk](http://www.knutsfordmotorclub.co.uk)

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

It was left to John Stone to fly the South Shore flag competition wise in January and he did the club proud taking a podium finish on the Brands Hatch Stages in his Ford Fiesta WRC.

Finishing the day as runners-up, Stone and co-driver Jack Morton, had good cause to feel they should have been spraying the victors champagne. Fastest through the opening stage, Stone, then stretched his advantage over Chris West, the eventual winner, to nine seconds following stage two. Fastest time on SS3 saw West reduce Stone's advantage to six seconds before repeating the feat on SS4 to halve the difference between the two leading cars.

It all changed on SS5 when Stone found the Proton Satria Millington of Anthony Robinson and Mark Witherspoon blocking the pit lane hairpin. Forced to wait before following the Proton to the stage finish cost Stone around 20 seconds and demoted him to third place, eight seconds behind Mark Kelly's Escort Mk2 and a further nine behind the Peugeot 306 Maxi Kit Car of new leader West.

Stone recorded fastest time on SS6 and by the end of SS7 he was a second ahead of Kelly while trailing West by 15 seconds. On the final stage the two Fords set identical times but West was the quicker adding a further three seconds to his winning margin. "What happened, happened" said Stone afterwards but had it not, the victory may have been his.



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

On Friday 4<sup>th</sup> January it was the Press day at Myerscough College for the forthcoming Legend Fires North West Stages Rally on the 23<sup>rd</sup> March for local press, TV and dignitaries to attend and GPMC were asked to set up and man a half mile special stage on which rally drivers would take any interested guests as passengers in order to give them a taster of sitting in a rally car at speed.

On the Thursday several GPMC members went to Myerscough and took up 5 speed humps on the route and then on early Friday morning some 20+ members set about setting the stage up after collecting 30 straw bales from the college equestrian centre. By 11.00am all was in readiness for the runs through which were scheduled for between 12.00 and 2.00pm. Several rally cars took part including the rally sponsor John Stone from Legend Fires. Other drivers included two of Garstang & Preston's members, namely Neil Wearden and Rob Cotton.

The event proved to be a huge success with several newspaper reports and a spot on TV as well.

That was just a taster for GPMC who are now actively putting together man power to set up and run a stage on the main event.





# Tales From the Stop Line!

After a great week down at the Wales Rally GB I decided to do a bit more marshalling and to help out on some other iconic rallies. Adrian Tate had volunteered to organise a test on the Rally of The Tests, Andrew Pullan had volunteered to man a regularity on LEJOG and Mark Dickenson was looking for a team to stand out in the frozen waste lands of Croft Motor circuit to do the flying finish and stop on the Christmas Stages. So I had plenty of opportunity to don my orange hi viz and flash my marshals card off

## The Rally of the Tests 8<sup>th</sup> November 2018

The Rally of the Tests was first on the list and Adrian had been handed the Coldstones quarry venue to layout a very straightforward but entertaining blast down in to the quarry then back up and along the access road through a series of cones to the stop line. This was all done under the very dark skies of Greenhow which fortunately were free from rain so we just had the wind to contend with. The only other slight issue was the quarry is still a very active one and we couldn't go any further than the car park until 5pm which was a bit too close for comfort as the clock car was due to arrive at 5.25!! Fortunately plan B was implemented by Adrian and he had organised the healthy turnout of marshals and given them the cones required for their bit of the test and once the huge tipper truck had parked up we were allowed to head to the hills!

It was pitch black and as Adrian and I tried to find the place on the photo we had been given to nail the start sign in the marshals disappeared in to the darkness. One recce through and everyone had performed superbly! Everything was in place and the slalom was set up to allow all sizes of vehicles through, including the V12 XJS Jag that would probably have a fuel tanker attached to the back!!

20 minutes after the frantic activity started the clock car turned up and before we let them go I had one last run through to check all was ok and take up my position on the stop line. What a laugh. Pitch black, a closed road and a Saxo VTR to get me to the finish. I wasn't against any time but enjoyed a spirited drive to the stop line where I parked up and enjoyed the company of Stan Peel, Chris Patterson, John Rawlins and Steve Preston, with his restored ex-army Defender, for the rest of the evening.

Everything ran smoothly although a few competitors carried out some of the harshest braking from relatively low speeds I have even seen and a couple of unlucky crews limped away from the stop line with various running issues and this was the first test of the event! A great evening and the weather gods delivered a clear night over the rolling Greenhow hills.

## LEJOG 8<sup>th</sup> December 2018

LEJOG was next and this is a cracking event which, like the Rally of the Tests, attracts competitors from all over Europe and is a fantastic run from Lands End to John O'Groats. This year it passed our door step and couldn't be missed so I put my name forward to Andy Pullan as a willing volunteer and was given a checkpoint on the gated road from Norwood Edge to Leathley along with Ron Kendal who is a past competitor of this long distance test of mental and physical stamina.

Once again the marshalling gods were looking out for us and halted the torrents of rain of the previous days in time for us to park up next to a raging river which would normally have been a babbling brook but it added to the atmosphere of our control! We were situated around a tight left hander and the competitors had no idea we were there until they got all the way round which caused a few to lock up and glide gently to a grinding halt! Some magnificent machinery came our way although they did seem a little reluctant at first but we were soon busy signing route sheets and recording times on the chips in the back of their time cards.

One of the interesting things about LEJOG is that the cars run in age order with the oldest first and on this year's event that was two open top Bentleys. To say the occupants looked cold and wet was an understatement but the heat from the massive engine upfront warmed us up a bit so must have been helping the thawing and drying out process in the cabin. They were a wonderful sight and weren't hanging around either! With the cars running in age order it was a rallying through the ages presentation with the cars becoming more up to date as the night went on. Some were a little out of order as they grappled with the navigation and long hours; they had only left Lands End the day before they got to us and were scheduled to get to Middlesbrough before the day ended! It's a gruelling event and a great challenge!

After a steady evening we waited for the course closer to come through and packed our little bit of stage furniture away, one sign and a post! No one would have known we had been there and the rally caravan was snaking it's way northwards quietly and in most cases at a regulatory 30mph. It had been a great evening of nostalgia and hot, muddy, crisp exhausts and was also an inspiring event to be part of. One day I would like to do it but at the moment the £3,500 entry fee and the lack of an eligible car are a bit of a restriction!! But a bit of concentrated effort on the saving side of things might see that change in time. It's definitely a must do though!!



*Continued on Page 24*

## **Christmas Stages not in Christmas!** **December 16<sup>th</sup> 2018**

I have been involved with the Christmas Stages for years now either as a marshal or competitor, the last 7 years as a competitor, and it was the venue for my first stage rally where I got the award for slowest Subaru Impreza ever!! I was essentially driving a bank loan round a slippery circuit having only ever driven something as quick around public roads which had speed restrictions and people coming towards me! At Croft I could go as fast as I dare, which wasn't very fast, and push the very worn tyres to their limit. Needless to say not much progress was made up the leader board but I finished with an intact car and a huge grin!

The last time I was up at Croft was for the 2017 Christmas Stages which were blessed with snow and at one point we were actually leading the event in the little 106 Rallye after fitting a full set of snow tyres! It's one of my favourite rallies with two stages in the dark which seem to suit me. But in 2018 I decided to sit this event out competition wise but was asked by Mark Dickenson if I would help out on the stop line with him. It sounded like a good idea and even though I had seen the effects the biting wind can have on the timing crews, whilst sitting in my very warm rally car, I still woke up at stupid o'clock to make my way up the A1 to the North East's premiere Christmas event!

There was an odd yellow thing in the sky as we sipped away at our blue MSA flasks, it turned out to be the sun! And fortunately it stayed with us all morning as we were at the far end of the car park in a very exposed area. As this was my first time on the stop line of a stage event with cars running at 30 second intervals I wasn't sure what to expect. I'd seen it from inside the car but when there are 85 crews coming to you expecting to receive confirmation of their superb driving skills and performance upgrades in the form of a neatly written time on their time cards, it was quite a daunting prospect. What I wasn't expecting was cars on fire, drivers on the verge of fighting and organised confusion!

The first car of the day to arrive was a very warm Fiesta driven by Mr Procter. His front brakes were on fire so I told him and he shrugged and said, 'yes, probably,' then drove off! They went out as he drove off and after the second stage there was a little less fire and by the third stage there was just a bit of smoke! I guess the paint on the pads had burnt off by then! Then a couple of cars came in and started overtaking each other after the flying finish and then proceeded to have a shouting match as they queued for their time! Obviously something had gone on out on the stage but the stop line isn't really the place to resolve their differences. Eventually they calmed down and cleared off and behaved for the rest of the event.

Stage four was the last of the morning and we were in full flow with times zipping down from the flying finish crew of Jane and Francis Tindall, being picked up by John Rawlins and recorded by Jake Crossley. Mark and I were the runners transferring the times on to the crews time cards, we were like a symphony in motion. Then the electronics had a dicky fit and the times stopped but the crews kept coming! John reverted to the radio to confirm times and numbers with Jane and Francis but the cars started coming in batches of two and three! Cars were backing up and we had no times to give them, it was getting tense. We had seen cars coming through the flying finish sideways so they were approaching at speed which meant we had to get the crews moving quickly. Just as it was getting to a point of calling the stage to a halt for safety reasons the times started piling through and we were off again! The queue soon disappeared and we were back to normal, that was until a very shiny blue Impreza left us with his precious time in hand and then promptly set on fire. I alerted Mark and we both grabbed the fire extinguishers and ran towards the car.

Mark quickly released the pin on his extinguisher and squirted it in to the huge Scooby air scoop and this seemed to put the fire out. The bonnet was opened but by this time the radiant heat of the turbo had heated whatever was leaking and the fire re-ignited. Another shot with the fire extinguisher sorted it and after a couple more re ignitions and dousing all was under control. And because of Marks quick actions the crew managed to continue for the rest of the day as they didn't have to set the in car extinguishers off and found the problem before the next stage. While we were playing Fireman Sam John Rawlins had quietly taken over our role and kept the relentless arrival of competitors moving along. The rest of the stage went without a hitch and that brought us to lunch time. It was time for a cuppa and a sarny!





The afternoon shift saw us halfway down the straight behind the pits and out of the wind which had replaced the sunshine as it took shelter behind some clouds. The layout of the stage meant the cars were coming in much slower as they had a tight chicane to negotiate before the flying finish so everything was a lot calmer for team Tindall as they had plenty of time to catch the car number as it passed their headlights. The only real dramas of the afternoon were when Ann Forster and Dave Hornbrook ran out of fuel and had to push car the last 300 yards which was some feat as it is a Mitsubishi Evo. There was a lot of puffing and panting from Ann and a lot more swearing from Dave after underestimating the Evo's ability to run on thin air! However, not to be outdone by Dave's economic approach to rallying Bruce Lindsay decided it would make much more sense to push Dave Johnstone's 205 Gti all the way from the bottom corner, up the long straight and then into the flying finish! Madness and recklessness you might say? We did think the same until we realised it was their last lap of the last stage of the day for them and a broken drive shaft could give them a DNF! I think I would have done the same!!

Croft have provided yet another great experience and this time without the need for a Hans device or dated seats! My only decision to make concerning tyres was which ones to sit on to eat my lunch and my fuelling consisted of crisps and soup!! Probably my cheapest trip to Croft in recent times. I did get a bit envious of the crews coming in after each stage but at the same time didn't really have much time to dwell on it as we had to process around 80 cars 8 times which according to maths equals 640 scribbles on a card. It was a great team effort and a cracking day blessed with some of the mildest weather I have even seen at Croft, even in the summer!!

It's been a cracking end to the year and a most enjoyable experience seeing some wonderful cars with their crews competing against the clock and each other. I'm looking forward to seeing what 2019 brings although I think it's going to be a busy one in more ways than one!

**Neil Raven : Ilkley & DMC**

## **The January meeting of the Dirty Fingernail Club**

The January meeting of the Dirty Fingernail Club on its usual 2nd Wed had probably its best turnout ever although quite a number of regulars were ill with the heavy colds and other ailments that have been going around. There were lots of interesting conversations going on wherever I went to talk to various individual clusters of people.

One group were discussing machining Austin 7 oil pumps eccentrically to give more capacity, which Austin 7 engines were pressure fed and how to allow an Austin 7 engine to rev higher if the crankshaft flexed and the pistons in the centre two cylinders hit the head, easy apparently, machine a bit off the top of the centre two pistons.

When Austin 7 engines are revved really high, way above normal limits the crankshaft "flexes" causing twist in the conrod and side thrust on the piston which in turn creates friction. Next step "relieve" the big end journals so that side thrust was eliminated and the friction doesn't occur or is greatly reduced. Not a lot of people know that is an expression that springs to mind.

When doors are "sagging" on ash framed car bodies and the screw holes holding the hinges are too far elongated how do you rectify the problem? Andy Prickett was all for having the wood cut away and new sections spliced in which was a reasonable thing to do. Other suggestions were filling the holes with wood filler, fibreglass filler, resin, or two pack glue all which would have worked to various degrees of satisfaction. I suddenly realised expert advice was on hand so got the expert over and he explained exactly what to do.

Chris Spencer served his time as a carpenter then ran his own joinery/building business for many years before deciding to teach others how do things and became an instructor in a government training centre. Drill holes in the chewed up wood where the screws had been to get back to good material then drill suitable "wood plugs" using the proper tool rather like a holesaw to suit the diameter of the hole(s) you have just drilled from a suitable wood. Here you must bear in mind which way you need the grain to run to match up with the original grain on the original ash frame so as to retain maximum strength. He explained exactly how to do this then glue the plug(s) in place using specialist glues such as Gorilla glues that have certain properties but I can't remember the technical term of the glue required but Gorilla glue is one of them. Great advice Chris.

Ed Glaister our well known racing driver who has competed regularly in his 100e Ford Prefect with the 105e type engine that his car uses car for well over 50 years in events such as Goodwood Revival and other famous races brought a piston from the said car with a "depressed" crown piston, it should have been a perfectly flattop piston. It also had a number of cracks radiating from the centre of the piston having been battered down by high compression. He was wondering how thick a normal piston crown was compared to racing pistons which are really expensive at several hundred pounds each. Having drilled a hole in the centre of top of the damaged piston and found his piston was 4.5 mm thick, how thick are piston crowns normally! Our resident piston expert Alan Smith was one of the regulars that wasn't there so this question remains unanswered at the moment. Incidentally a model of Ed's car was made by Corgi toys into one of their models many years ago with the history and details of the car described on the presentation box it was sold in. These are now collectors items but do come up for sale occasionally on E bay, the last one I saw was in the Netherlands.

Next meeting of the appropriately named Dirty Fingernail club is Feb13th at Workington golf club, join us if you've read all this, yet sound of mind if not of body but still interested in what went on. If any of your mates are as eccentric as you are bring them along they will be very welcome.

**Keith Thomas**

# FAMOUS FORDS IN THE FAR NORTH

This article has nothing at all to do with Escorts, Anglias, Capris or Cortinas but does in fact recall the glory days of road rallying when no self respecting night event was complete without a smattering of deep, damp fords to catch out those crews foolish enough to attempt them at speed, much drying out and applying of WD40 was a regular feature at these locations. Most became well known as they were used regularly, some became quite notorious for the number of victims they ensnared and most were the bane of the Clerk of the Courses life when they became impassable and caused major re-routes, often at very short notice.

The once thriving North East rally scene had it's fair share of these "Wet Roads" and one of the best known was the famous Broomley ford, ( 87/Km.0560) which led on to the equally famous Broomley white. There are actually two fords at Broomley, just 50 yards from each other, the only time I have known them both used on one event was on the first Hexham Historic Rally at least one of them is still a regular feature on the numerous Hexham 12 Cars. Just a mile or two away is the Red Hemmels ( 87/ 9960 ) ford, only wet after heavy rain but a challenge when it is. A bit further West are two others often used on the same series, Whitley Mill ( 87/ 9258 ) and Low Ardley ( 87/ 9058 ), both well surfaced and approached by good yellows.

The East Allen Valley is home to two famous, should that be infamous, fords, Knock Shield ( 87/8457) is wide, fast flowing and was extremely rough before a recent resurfacing job by the county council. A mile or so upstream, Huntwell ( 87/ 8547 ) is approached by a winding yellow, it is dish shaped and can get quite deep after a lot of rain. Further South, Priorsfield ( 87/ 7740 ) is a nice smooth ford approached by a nice smooth road but is now unused as the yellow running over to Nenthead passes over a grouse moor and the tenant objects vociferously to rallies.

Heading up towards Hadrians Wall country, the ford behind Chesterholm ( 87/ 7766 ) goes, albeit with a bit of a hump in the middle but the adjacent residents are incomers and not rally friendly, Similarly, the remote Grindon Green ford ( 87/ 7273 ) is still passable but the road, although shown as public on the definitive maps, is now claimed by Forest Enterprise. Happily the one at Low Moralee (87/ 8476) is still public and well used by local clubs. Two fords that have, sadly, been consigned to history are those at Slaty Ford ( 80/ 7687 ) where the old coach road is now passable only on horse back ( Or mountain bike ) and that at Broomhope Mill ( 80/ 8883 ) which was once part of a classic section running from Rede Bridge through to Chesterhope, the piece de resistance of many 1960's events.

Map 88 strangely yields very little in the way of "Wet Roads", the only one on that map I recall using is on the Ogle white ( 88/1378 ) now a muddy morass and used only by courting couples and then only in extremely dry spells.



***Red Hemmels Ford***



***Whitley Mill Ford***



***Low Ardley Ford***



***Knock Shield ( 87/8457)  
I think the GS is 87/8450 . . Mo  
An innocent little ford  
However !  
See photos on page 26***



## ***Famous Ford in the Far North Continued from Page 26***

Map 81, however, yields more interesting locations, notably just South of Rothbury where there are three in close proximity at The Lee ( 81/0798 ), Maglin Burn ( 81/ 0997 ) and Todburn ( 81/ 1196 ), all these being great favourites with the long distance classic events which visit them regularly. A little to the East, near Longhorsley, Paxtondean (81/ 1794 ) is a little used location although it is well surfaced and accessible . Moving further North, there are two fords still used, well Hexham 12 Cars use them, Abberwick ( 81/1213) was another classic on numerous past night events, another fast flowing affair, more than one car was swept away here and had to be retrieved with tractor and long rope ! Just West of Whittingham, the Eslington ford ( 81/ 0412 ) sits in the middle of a maze of yellows which still confuse and bemuse navigators. The ford across the River Breamish ( 81/ 0416 ) was also a regular in days gone by but seems not to have been used for many years and may now be impassable, must investigate some day.

So there you have it, a selection of "Wet Roads" which caused numerous problems for rally crews in days gone by while being a magnet for photographers and spectators. There may be others that I have omitted, possibly because the memory slips with age and, of course there are many more on adjacent maps ( Some good ones on map 86 ! ) that I haven't mentioned, perhaps I will cover them in another article. Meanwhile, why not go and have a look at these wet roads but, if you do, please remember the WD40 !!!.

***Ed Graham Hexham & DMC***



***Abberwick Ford***

***Photos Nos. 1 - 4***

***Courtesy of Chris Ellison***

***Nos. 1 & 2 Knockshield on the RoTT***

***Nos. 3 & 4 Huntwell Ford  
on Hexhams John Robson***



**1**



**2**



**3**



**4**



# MALTON LASER

## Ryemoor Trophy Rally

20th / 21st January 2019

All the bits for the Renault Clio, Mark's rally car project, are all sourced and ready, but just not fastened to the car yet, so we are back out in the car that got us through the Colman Tyres – a completely standard (not even a sump guard) Corolla. The lack of all the usual gear takes the edge off, especially on the whites, so we were going to be on the back foot from the start. Anyway, what else is there to do on a Saturday night?

Noise and scrutineering clearly weren't going to be a problem and neither was the initial plotting with all of a handful of rejoin points to get down. Plenty of time to catch up with folk and ponder what might lie ahead. Looked like we were in for a night of long sections with plotting on the go to the fore.

After the shortest run out in history, we were straight into a dropper. A page full of tulips is passed through the window and the 2019 season was underway. The first section seemed to go quite well, although we came across one or two other cars who seemed to be struggling. Not least car 1, who we were surprised to find pulling into the IRTC just in front of us after brake problems, as we later discovered. Happy that there were no wrong slots, just the odd hesitation, I thought it was going well. That feeling was to be short-lived. The second section crossed on to the other map, which can confuse an idiot, and seeing that the instruction was "AR" (i.e. use all roads) I promptly took us down a white that nobody else had been down for the last 20 years. In my defence, it seemed to go and it worked to the route instructions, but it was just wrong. Six to eight minutes of profuse apologies later and we were back on the correct route. That put us even further on the back foot and by the end of the second dropper we were in danger of falling off the end of the time card. 28 minutes dropped. This was proving to be a tough event. 13 minutes OTL at the end of the next competitive section and a decision had to be made. Where was petrol, how long would it take us to get there, fill up and get to the next MTC without being OTL. If the last 2 sections were going to be as time consuming as the first 2, we were in trouble. Playing it safe, we decided to cut to petrol and sacrifice any remaining code boards. We were never going to recover 13 minutes.

The first couple of sections in the second half were pretty straightforward and things seemed to settle down a bit. Not for long though. The next section was one of those I hate – hunt the NAM. Long moorland sections with NAMs dotted seemingly at random along the route and unless you had local knowledge, you were scuppered. We didn't and we were.



*Photos above Courtesy of Matthew Rudd Photography*  
*Photos below Courtesy of Jez Turner*





## Ryemoor Trophy Rally Continued from Page 28

Our time of 20 minutes dropped looks half respectable when compared to others, but only because we didn't worry too much about the NAMs, and certainly weren't going back for ones I knew we'd missed. Only four, though. It seemed like more.

By the last dropper, I was knackered, which is unusual for me. The adrenaline usually keeps me going but there was not much left in the tank. So much so, I can't remember anything about that section. By the final section, I'd lost the plot, almost literally, and pretty much guessed where we had to go to get us back to the finish. It seemed to work and breakfast called.

All that, and I haven't even mentioned the conditions. Yep, it's the Ryemoor and its January, so there was snow, ice, mud, fog and rain. When the winning crew drop over 50 minutes you know it's been a challenge for everyone.

As an epic and challenging night drew to a close I was beginning to wonder if I really enjoyed plot and bash events as much as I thought I did. After a couple of days of reflection, I wanted to go back the next weekend and have another crack at it! For all of the difficulty that seemed to face most crews, this was a cracking rally. A superb route using great roads, the whites not too rough and were indeed traversed by a car without a sump guard, as advertised. The navigation and paperwork was faultless, as were all the marshals.

Thanks to Sam and his team for another excellent Ryemoor and thanks as ever to all the marshals for standing out in freezing conditions so that we can have some fun.

Oh, and thanks to Mark for a faultless drive. It's a pity not all of it was in the right direction.

**Steve Butler : Clitheroe & DMC**  
*bringing a whole new meaning to the word "expert"*

**Mark Johnson / Steve Butler – Car 11, Toyota Corolla**



**Photos Courtesy of Jez Turner**

# MALTON LASER Ryemoor Trophy Rally 20th / 21st January 2019

My first outing for this year started our new campaign in the 2019 SD34MSG road rally championship. Back again with my dad in the ultra-reliable Proton Satria GTI for the Ryemoor Trophy Road rally of Malton Motor Club.

The event build up was slightly more hectic as the car hadn't turned a wheel since the Clitheronian 2018 and I hadn't been on the maps since then, but all turned out ok as we set off to Stillington for the start as what proved to be one of the hardest nights rallying I have ever competed on.

After scrutineering and sign on there was a few black spots and re join points to plot before we hung about for the drivers briefing quickly followed by the first car leaving for the start. We had a little while to wait as we were car 24, so we had time to admire the machinery that was in the top ten.

Our start time soon came around; as we sat in the queue for the first section I sat wondering what the navigation would be. I soon got my answer and was pleasantly surprised to find a tulip handout to start with so we soon blasted through what was, in my opinion the best section of the night. The next handout was also very good fun if not a little more challenging than the first which lead to a minor detour.

After a relatively good start to the night I quite safely that the nights mood was to change very drastically with the next section proving very difficult, this spelt the start of the night's downfall for us as from here to petrol I found the route handouts almost impossible to decipher and eventually lead to us cutting to petrol. This is where we discovered everyone was struggling which came with a sense of relief for me and we waited for our re-start time.

We set off into the night once again this time with a herringbone to plot which at first made me think the night wasn't going to get any better, but I managed to surprise myself as I plotted it straight away and made it quickly to the next IRTC where I got another handout which was easily done. This sort of success carried on for us all night despite dropping large amounts of time on some sections but that didn't seem out of tune with other competitors as the sections to come very long and difficult driving conditions didn't aid the situation.

After much head bending route instructions and hard driving we eventually made it to the finish to find we were 18<sup>th</sup> overall and 10<sup>th</sup> in class which was a great relief after last year's performance on this rally.

***Matt Hewlett : Clitheroe & DMC***

---

## Kirkby Lonsdale MC : 12 Car Rally : 24<sup>th</sup> January

The first Kirkby Lonsdale motor club 12car rally on 2019 saw a double turn out from our family with me and my latest recruit navigator and girlfriend Alivia Corps trying her hand at road rally navigating after competing on a scatter with me the week previous. My dad (Chris Hewlett) and Maurice Ellison were also out campaigning the Proton fresh from the Ryemoor

The event started at Kirkby Lonsdale Rugby club and a full entry gathered in the car park plotting the route for the nights battle. The events first section started just outside of the town and ran to Endmoor and was very enjoyable apart from a PR problem about halfway through, despite this we still managed to clean the section.

Onto the second section starting near junction 36 and running around the lanes nearby before working its way over the motorway, a tight slot around the front bumper of the marshals car caught a few crew out but we found it and set off into the lanes. After a few miles we had caught a fellow Peugeot 106 and they were quick to let us past but shortly down the road I realised that something wasn't quite right with the cars braking and handling and a few near mis-sis because of this later I pulled the car up to find that the drivers side hub nut had relieved itself from duty somewhere back up the road, unsurprisingly this spelt the end of our night and all we could do was watch the rest of the cars go by and then await assistance.

Thanks to Kirkby Lonsdale motor club for putting on the event and thanks to all the marshals who turned out  
Well done to Chris and Moz on their class position.

***Matt Hewlett : Clitheroe & DMC***



***Photos Courtesy of Jez Turner***



# Bagger '19

The Bagger – an event everyone regards as a bucket list rally and as it was announced it was the last running of the event I thought I had better make the trip down to see what all the fuss was about while I have chance. I managed to get a ride with a local driver Darrel Denning who was also looking to tick the rally off his list, the car was a trusty 998cc Micra that Darrel had borrowed off a friend as he didn't think his punto HGT was up to the challenge.

Due to fact that the rally is at the other end of the country I hitched a lift down with Terry Martin and possibly the most dedicated marshal in the country Jez Turner who was coming down to offer his services early on before sharing the driving home.

We got to the start of the event in good time despite Jez's and Terry's minor motorway navigation related hitch. It turned out there wasn't enough signs pointing towards the M5. Anyway, back to the rally, the car went through scrutineering before I made it so we got straight to signing on and then got on with the large amount of plotting that there was to do before we got to MTC1 which we were given more plotting to do to link everything up.

The night soon wore on and a very unnerving drivers briefing revealed that the second of three sections in the night was 78 miles long. This wasn't to halt the proceedings however as the first of 75 cars gracing the lanes left the start and 67 minutes behind the little Micra turned out onto the main road for a night of red line motoring.

The first section was certainly an eye opener as I soon learnt this rally definitely wasn't going to be forgiving; the narrow high sided lanes, difficult slots, compact route on top of the power disadvantage meant we had a real battle on if we were going to make it out the other side. Despite this we went into the first section and almost without mistake flew through it all apart from a little air born moment down a hill where we landed slightly up the banking, but it was soon recovered and we were back on our way.

We got to first petrol in high spirits but we realised how close we were to a different story when we noticed the amount of crews that the rally had already claimed through a variety of reasons some had crashed out the rally, there were mechanical failures this claimed the mighty 106 of Bevan Blacker and Niall Frost (clutch cable) and they were soon followed by Geoff Hall and Paul Bodset who suffered a catastrophic engine malfunction and Steve Head and Graham Raeburn also resorted to an early bath with a poorly car.

We ploughed on into the second section and this was much more eventful as far as mistakes were concerned a few wrong slots and an overshoot combined with a marshal signing in the wrong box used up a lot of our lateness and we were getting pushed for time but it was all topped off when we came down hill into 45 right over small bridge to come across a MG ZR that had rolled its way out of the event and was off the road but pointing the wrong way. Thankfully the crew were ok and there were plenty of crews already on the scene, so we were ok to carry on and alert the next manned control. All of this meant we were OTL on the road so we ended up cutting to petrol to make it on time.

Quick splash and dash at petrol and a peek at the results saw we were lying 20<sup>th</sup> overall and 3<sup>rd</sup> on class, this was very encouraging as there we set off into the last section passing a certain Fiesta poking out of a roundabout and we were a few minutes late after stopping to see if everyone was ok but we didn't mind. The last section started off ok and we were making good time but the tiredness soon started to take over and the mistakes from both sides of the car started to increase, mine in particular. We were however getting through it and despite many wrong slots we were still going ok until I managed to completely disorientate myself on the map to the point where I had no idea where we were, this was a real shame as we ended up cutting to the finish and in turn losing our class position for a final result of 20<sup>th</sup> overall and 4<sup>th</sup> in class.



*Photos Courtesy of Jez Turner*



# MGJ Engineering Brands Hatch Winter Stages 2019

While I had driven at a couple of the earlier rounds at Oulton and Knockhill, the opportunity to sit in as navigator at Brands Hatch for Round 4 of the MSN Rally Championship was something I couldn't say no to. This time the weapon of choice was driver Steve Dolman in the Paul Sheard run Mazda Mx5 Mark 3. Following a pleasant train journey south, the Friday afternoon consisted of myself and fellow co-driver Toby Marshall taking all 3 of the Mx5's through scrutineering in the freezing cold weather (I was told it was meant to be warmer down south!). After scrutineering and signing on, all that was left was to pack up and head to the hotel bar with the rest of the lads to enjoy some solid and liquid hospitality.

Saturday morning arrived and an early start at the circuit with the full complement of 3 drivers and 3 co-drivers ready to go. The weather was dry and cold despite some initial snow flurries before sunrise. Paul Sheard was seeded number 25 in the Mark 1, Geoff Gouriet seeded number 72 in the Mark 2, and Steve was seeded number 78 in the Mark 3. Upon arrival at the start of Stage 1 we were greeted to the sight of a Mitsubishi Lancer with a wheel pointing in the wrong direction (potentially because of a water filled pothole just off the start line) and another car at the opposite side of the 'rally stage' section with its bonnet up. Steve agreed that Stage 1 would be taken easy to get to grips with the slippery conditions from the earlier snow on the 'rally stage section'.

From Stage 2 to 4 Steve was driving brilliantly utilising his racing experience round the Brands Hatch circuit which saw us running in the top 30. It wasn't long on each stage that we caught and passed the car ahead of us plus traffic from the merge, so I was kept busy on the horn and mirrors. On Stage 4 however disaster struck. Heading the 'wrong way' up to druids just after Graham Hill bend the throttle cable snapped and the car lost power. We just about made it to the top of the hill and with help from the marshals we were able to back into a safe spot (good old gravity). I really felt for Steve as he was on for a good result. After the briefest of swearing sessions the smile returned to Steve's face as it was clear the car was repairable once we had been towed back to the pits. We were soon out in time for Stage 5 following magnificent work from the Paul Sheard boys, albeit incurring a 30 minute penalty as we didn't finish Stage 4 which ultimately ended any chances of a good result.

For the remaining stages Steve put in a massively strong performance, again catching and passing cars ahead of us on track – there was some additional hazards to contend with in the form of the green Sierra Cosworth which collected the tyres at a chicane and a few other spinning cars to keep us entertained/busy. Eventually the last stage came and went, we thanked all of the marshals who had had a long day in the cold, and especially the young lady on the start line who we both agreed was the most bubbly person we had ever met (I think Steve fancied her but he wasn't letting on!).

Chris West (who saved me a tenner at signing on, thanks Chris!) in his fantastic 306 Maxi won the event overall and Class D1, John Stone won Class D2 and James Slaughter won Class C. The Paul Sheard team was elated with Paul himself finishing 1st in Class B and Geoff taking top (and bottom) spot in the MX5 class (we need more in this class for the rest of the rounds please).

A big thankyou to Steve, Paul Sheard and his team, Geoff (for taking care of the Mark 2), the organisers, fans and marshals who all made the event so fantastic. Also thanks to SMJ Photography for the picture of Car 78. Next stop Snetterton in February where I'm sitting next to Steve once again and hoping for a good result.

**Paul Gorge : Liverpool Motor Club'**







# Brands Hatch Winter Stages

Saturday 19th January 2019

And so my 2019 Rally year begins, seeded at car 25 alongside Paul Sheard in the MX5 1600cc our assault on the MSN Circuit Rally Championship continued.

The last couple of outings in the championship has seen us battle mechanical gremlins to grind out results leaving us top 1600 crew at the end of 2018. We hoped the gremlins had stayed in 2018 as we headed south to Brands.

The morning was very cold with frozen screens and dogs stuck to lampposts but the track didn't look to bad . . . we were hoping for it to be green and moist in places and took a gamble and went out on wets , having not been to Brands Before it was all about finding my way about the place.... well the 1st stage saw us sitting 23rd oa and 2nd in class behind Abi Mahmood / Samantha Bartlett in the Suzuki Swift JWRC, we had lost 2 secs to Abi and knew that it was game on with the much more superior machine.

SS2 we went out on a soft inter hoping to attack the Swift. We still ended the stage 2nd 1600 to Abi but this time by only 1 second leaving us 3 secs behind overall.

SS3 it was soft slicks time and as I explained to Paul " it's flat out or I'm gonna stab you with my pencil", this idle threat seemed to of had some effect as when the times came in we had taken 6 out of Abi in the Swift . . . . "GAME ON "

SS4 saw Abi pinch a second back off us but from that point onwards we had only 1 thing in our sights Class B honours and it was going great until SS6 when we fell foul of the single venue curse a stalled mk2 escort on a tight hairpin we crossed the line some 12 slower and we truly thought that was it BUT it seemed Abi had also suffered a similar fate dropping 15 secs.

The next couple of stages saw us dominate class B extending our lead to 30 secs going into the final stage that unfortunately was run in the dark..... so after a pep talk along the lines " ok Paul it's ours to chuck away, a nice clean controlled stage and it's ours and if we fuck this up we deserve to be stoned to death "

We crossed the line of the final stage after a clean controlled run and sat waiting for the times to cone through . . . . when the times came through we had done it taking class honours by 23 secs but surprisingly not from Abi in the Swift but from Ben Short in the other Class B MX5 who had sneakily been nibbling away at Abi all day who then finished 3rd in class a further 45 secs back . . . .

A great drive all day by Paul who made it happen when it was needed . . . .

This result now sees us class B leaders both driver and co driver in the MSN CIRCUIT CHAMPIONSHIP and now leaves my 5th overall in the Championship . . . .

A great start to 2019 with great signs for our championship hopesb . . . . .

Next up for me is a trip round the woods on the Riponian with Jan in the Subaru on the 10th Feb then the following weekend I'm on MSN CIRCUIT CHAMPIONSHIP duties at Snetterton with Paul in the MX5 in Saturday with a blast round Croft back in the 1400 Corsa with Nicky Cowperthwaite on the Sunday for the Jack Frost Stages . . . . .

Keep an eye on facey B I'll keep you up to date.



*Photos Courtesy of M&H Photography*

# THE JANUARY JAUNT

The 2019 Hexham 12 Car Series got off to a flying start with an oversubscribed January Jaunt, this latest epic featuring 55 miles round the more obscure lanes of South Northumberland to test the mettle of the navigators, a good proportion of whom were novices including a couple of newcomers to the series, Dave Bell/ Andrew Drape, the driver having borrowed his Son's car for the night, and Derek Belbin/ Jimmy Burns in the former's very smart Escort MK1.



Starting from Prudhoe Interchange, the opening regularity headed East and used the yellows leading over the hill to Coalburns, penalties on this one ranged from the 1:43 for Bennison / Hewitt to a massive 5:00 minutes for Harrison/ Crosby. The next section featured the not as map triangle at Leadgate before Tc.2 near the Currock glider school where the marshals were somewhat apprehensive when a local came striding down his drive to accost them, they were mighty relieved when the guy smiled and said, "This will be one of Eddie Graham's 12 cars then ?". Turned out he was a former Hexham club member.

Using the yellow running down past Ravenside, Davison/ Gibson missed a route check, something which was to cost them dearly at the finish, used the not as map triangle at Newlands and finished up near Highfield. This relatively straightforward section cost some crews a lot of time, Harrison/ Crosby dropped 5 minutes, Tait Snr/ Scott lost 8, Tait Jnr/ Procter went awol for 13 minutes and the Elands dropped a massive 14.

A quick loop around the Shotley Field area preceded a run over by Watch Hill and along the fast yellow to Scales Cross, most crews cleaned this one although Hewitt/ Lewis dropped 5 minutes and Bennison/ Hewitt lost 6. The next section started off on the A68 road where several crews were pulled in by a police car and asked if they were insured !!! Fortunately the Hexham club always insist on crews being covered, they currently use the JELFS Motor-sport cover, so no one was handed a ticket. This long section wound it's way round Hexham shire and swathe Dodds / McKillop Proton slide off the road, they were helped back on by Davison/ Gibson who still managed to clean the section.

The following section ran over to Slaley and used the confusing little triangle at the Glen before dashing along the switchback yellow back to Scales Cross, Alan Bennison had been off on this area on a previous 12 car and spent the entire section looking for "His" bend. The penultimate section was costly for Tait Jnr/ Lynsey Procter as they unaccountably missed Tc.10, spoiling a good run in the process. The final section ran via Broomley and yet another unmarked triangle at Hindley to finish at the famous Dr. Syntax Inn.

With the only clean sheet of the night, Davison/ Gibson were looking pretty good for the win but a close scrutiny of the time cards revealed the absence of an entry for RC.6 and their night suddenly went downhill. Despite their dramas and the visit to the scenery, Chris Dodds/ Hannah McKillop came through to take the win with another lady navigator, Sophie Wickham, guiding James Hastings into 2<sup>nd</sup> place, Davison / Gibson taking the final podium position. What was great about the event was that every crew finished, every crew enjoyed it and they are all looking to come back out on the next one. With the dire lack of road rallying in the North East, the Hexham 12 car series is one of the few opportunities for local crews to get a taste of the lanes and get a foot on the ladder of road rallying. A lot of work goes into helping and encouraging newcomers and it was noticeable that both the first time crews made it to the finish, hopefully they will be back for more.



## RESULTS :-

1.	Chris Dodds / Hannah McKillop	Proton	6:44
2.	James Hastings / Sophie Wickham	Proton	7:24
3.	Mick Davison / Pete Gibson	Proton	9:15
4.	Alan Bennison / Roy Hewitt	Proton	10:43
5.	Sally Ann Hewitt / Mark Lewis	Suzuki	14:41
6.	Jeff Tait / Warren Scott	Escort MK2	16:27
7.	George Harrison / Stephen Crosby	Proton	33:00
8.	Luke Tait/ Lynsey Procter	Ford Fiesta D	48:13
9.	Ian Eland / George Eland	Proton	53:55
10.	Dave Bell / Andrew Drape	Fiat Punto	60:31
11.	John Nicholson / Andrew Magee	Suzuki	145:31
12.	Derek Belbin / Jimmy Burns	Escort MK1	171:47



# Airedale & Pennine MCC

## January PCA.

Eee, by 'eck, it was bloomin' windy. And bloomin' wet.

The usual team of highly skilled organisers were well on top of their game for the first PCA of 2019, everyone turned up on time despite the huge attraction of staying in a warm bed. Personally, the howling wind that made the plastic gutter creak in its clips and the noise of raindrops hitting my bedroom window like a shower of bullets did little to convince me to clamber out from under the toasty duvet but people were travelling a long way to attend our now highly popular event and I guessed that I had better go too. My car was packed with essentials, warm clothing, waterproof clothing, spare clothing, and all the paperwork required to keep us legal.

Bradford lies in the bottom of a saucer shaped Dale and I live in a sheltered spot about halfway up the side of the saucer. The venue for the competition is near the rim and just on the rim is a little place called 'The Mountain'. This place is well named as it features many characteristics associated with mountains, high up, cold and windy being the principle ones. Not to digress too far, but my wife was born and grew up just a little way down from the Mountain and her Granny said that it was 'A coat colder' up at the top. This is where we were to spend the next few hours supposedly enjoying ourselves.

To digress a little further, Wifey was born on a farm and now that her pension book holder is a well worn item I notice the original odour is returning.

But to return to motorsport, whilst I set out the starting light system my Clerk of Course colleague, David, carried and laid out heavy duty motorway cones instead of the baby ones that we often use, even the big ones occasionally blew over during the event. The paperwork team of Helen and Amy ensured that the victims were properly signed on and had paid their dues. Optimistic new members were given false promises of greatness if they joined the club and then our computer driver, Russ, conveniently turned up when all the cold heavy work had been done, to calculate the scores. Maps of the intended pathway through the cones were drawn, a few hardy souls were seen to be walking the course and most of them arrived back weather-beaten but alive. (Unlike the December event when six folk turned up, took a look at the course and disappeared with their hoodies pulled well forward).

Dave and I donned our stopwatches and grimly headed to our station at the finish line some seventy-five yards away, he is a strong young chap and arrived several minutes before me. We do pride ourselves on a slick turnaround of competitors so as he times one car the next one lines up, as they stop astride the finish line he will beckon the driver forward to receive their time whilst I flick the light to GO for the next victim. This works really well unless we are battered by high winds that cause us to stagger dizzily about in lashing rain that soaked through my water-proofs and two other layers of clothing. Fifteen runs each for fourteen competitors equals err, a lot of runs so to say that we only cocked up two runs, requiring re-runs, was pretty OK given the circumstances, I think.

We do have a group of experts who drive miraculously fast, turn in unbelievably quick times and I would suggest, may even be capable of walking on water. Joe is one such hero, if he were Greek or Norse I am sure he would have myths written about him. We have other entrants who go like the wind too but getting them all together on the same Sunday has, as yet, eluded me. Feeble reasons for not attending such as wedding anniversaries or kids first birthdays or the wife's mother has fallen over a cliff and I'm going to the party are frequent. It is great however, to see a gradual improvement in times for beginners. As they work up from tentatively driving around the cones to hurtling round them at full throttle with the handbrake sliding them sideways is very heartening.

The results are available on [www.apmcc.co.uk](http://www.apmcc.co.uk) and by closely securitising them one will be able to appreciate the continuing battle as the event progressed.

The ruddy and weather-beaten complexions of David and myself were somewhat softened by complimentary bowls of chilli, a large rum and the merest glance of the roaring log fire from through the crowds of people stood in front of it. Will we do it again? Of Course, February 10<sup>th</sup> and March 10<sup>th</sup>, Rock & Heifer, BD13 3RH.



Photos : Jez Turner



# My U17MC(NW) Journey 2018

2018, hands down, has got to be my favourite year so far. Not many other 14 year olds can say that this is when they got their first car, and on top of that, it is when I started my journey with U17MCNW.

As a family, we attended our first event at the Blackburn and Darwen Services Autosolo. I knew that this was going to be my new passion. My parents bought me a Nissan Micra K11 which my dad and I have worked on. We've added a sports exhaust, a Ram Air induction kit and front and rear struts. I've learnt how to carry out a service and how to change wheels (seeing as I now know how brutal the courses can be on the tyres!)

Throughtout the year I have completed 3 pre-driver sessions. This was something that my parents and I discussed together with Steve Johnson who runs our club. Learning how to drive the car safely and responsibly was the priority, not learning how to race.

Getting behind the wheel of the driving school car, and then to be able to drive my car is something I thought would never be achievable at my age. I cant describe all of the emotions I felt during these events. Happy, excited, a little nervous, proud, every emotion possible seemed to surface.

Im quite a shy person, and it takes a lot to make me feel comfortable in new settings and around new people as I have Autism, ADHD, Sensory Processing Disorder and Dyslexia. Motorsport is one of my interests so it has allowed me to develop within myself and my knowledge, but being a part of U17MCNW has helped me in so many other ways. I feel I have matured and gained a lot of confidence. I am now more comfortable speaking to people as I know they have similar interests to me with also being part of the motorsport world. I actually feel confident enough to initiate conversation with people which is something I have never felt at ease enough to do. I enjoy telling people about the club and what I do, it is a big achievement for me to be able to be a part of something so exciting at my age.

I have had so many highlights throughout 2018. My biggest achievement was actually being able to race my own car. Being able to complete the track and hearing all of the positivity and encouragement from other club members at the event gave me such a huge buzz. People were genuinely happy for me and what I was achieving.

The amazing opportunities I'm being able to take part in have really opened my eyes to the world of motorsport. I've completed marshall and fire training, Marshalled at a Targa rally, took part in the Classic Car Show at Manchester Event City. Along with my dad I took part in charity events held at Ormskirk Motorfest and Oulton Park for the Neil Howard stage rally. Seeing an actual rally take place was an unforgettable day for me. Watching all those cars but also being able to get up close to them was like a dream come true.

Without being a part of U17MCNW I wouldn't have been able to have all of these fantastic opportunities. This has only strengthened my love for motorsport, and I have even chosen Rallycross as my topic for one of my GCSE's.

2018 for me has been a year that will be tough to beat. Here's hoping 2019 brings about many more exciting new opportunities for me along my motorsport journey.

***Daniel Millward-Jackson***



# Gemini Communications



## RALLYING

February 9th

### Jack Neal Stages

Blyton  
Clitheroe & DMC

February 18th

### Cambrian Stages

North Wales  
North Wales CC

April ? (GCE)

### Warcop Stages

Warcop  
North Humberside MC

April 14th (GCE)

### SMC Stages

Anglesey  
Stockport061MC

May 11th

### Plains Rally

North Wales  
Knutsford & DMC

May 12th

### John Overend

Melbourne  
North Humberside MC

Frank Williams

Trawsfynydd Ranges  
Rhyl MC

30th June

### Envile Stages

Anglesey  
Warrington & DMC

7th July

### Greystoke Stages

Greystoke  
West Cumbria & Eden Valley

August 18th

### Gareth Hall

Trawsfynydd  
Bala & DMC

2nd November

### Neil Howard

Oulton Park  
Bolton-le-Moors CC

17 November

### Cadwell Stages

Cadwell Park  
North Humberside MC

23 / 24th November

### Glyn Memorial

Anglesey  
C&A MC

23rd November

### Hall Trophy

Blyton  
Clitheroe & DMC

1 - 6 October

## WRC GB

North Wales

I.M.S.



1st October

### Recce 1

2nd October

### Recce 2

3rd October

### Shakedown

4th October

### 1st Day of Stages

5th October

### 2nd Day of Stages

6th October

### Final Day Stages

## TRAINING

3rd August

### Fire Training

Darwen Services

email Tracy Smith  
tracey.amsc@hotmail.com

7th December

### 1st Marshal on Scene

Darwen Services

email Tracy Smith  
tracey.amsc@hotmail.com



## BIKE RIDES



? May

### Dyfi Forest Bike Trial

Raw Indro

? June

### Manchester to Liverpool

40 Miles

7th July

### Manchester to Blackpool

60 miles

1st September

### Manchester to Nantwich & Return

100 miles

? September

### Harrogate 100

100 Mile ride

## Golden Microphone Trophy 2019

1st Round : Jack Neal @ Blyton

O/A	Call Sign	Operator	Score
	G 01	BILL WILMER	points
	G 02	GRAHAM COOKSON	points
	G 03	LES FRAGLE	points
	G 04	IAN WINTERBURN	points
	G 05	STEVE COOMBES	points
	G 06	DAVE CROSBY	points
	G 07	TONY & AVRIL LEE	points
	G 09	KEITH LAMB	points
	G 10	BRIAN KENNEDY	points
	G 11	MARK WILKINSON	points
	G 13	STUART DICKENSON	points
	G 14	ADRIAN LLOYD	points
	G 17	ROBIN MORTIBOYS	points
	G 18	EVE & G FISHER	points
	G 21	DEREK BEDSON	points
	G 23	IAN DAVIES	points
	G 24	PAUL HENRY	points
	G 25	CHRIS WOODCOCK	points
	G 26	MARK DICKENSON	points
	G 28	ANDREW TAYLOR	points
	G 31	DUNCAN STOCK	points
	G 32	BRYAN FLINT	points
	G 33	JOHN ELLIS	points
	G 38	SEAN ROBERTSON	points
	G 39	KEVIN JAMES	points
	G 41	JERRY LUCAS	points
	G 42	ROGER WHITTAKER	points
	G 46	RAY KAVANAGH	points
	G 48	PETER LANGTREE	points
	G 50	DAVID PEAKER	points
	G 51	GERRY MORRIS	points
	G 53	TOM & VICKY MERCER	points
	G 55	STEVE BROADBENT	points
	G 56	TONY JONES	points
	G 58	GEOFF INGRAM	points
	G 59	MAURICE ELLISON	points
	G 64	DAVID BELL	points
	G 65	BRIAN EATON	points
	G 70	DAVID MAINPRICE	points



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

---:--

Get one of our 30 foot pull  
up Telescopic Masts

Masts and Antenna's  
Always in Stock

Just ask Bill for details

Mob 07973 830 705

w.wilmer@btinternet.com

**G**EMINI  
MOTORSPORT  
COMMUNICATIONS

Visit the  
**ALL NEW**  
**Gemini**  
**Communications**  
**Website**

[www.geminicommunications.org.uk](http://www.geminicommunications.org.uk)



# Radio Mutterings

## January 2019

At the start of the rallying year it's time to look back and then forward into the new year ahead. 2018 was a busy year for me with a total of 22 days spent out on the stages as a radio marshal, interspersed with placements in radio control which ultimately led to my Radio Controllers Licence being gained in the second half of the year. From a cold and windy Blyton the year progressed through North Wales, Cumbria, meandering back south into Mid Wales and beyond, a season of contrasting events and experiences. A big highlight for me was joining the Wales Rally GB as one of Rally Control Team and I am very grateful to Iain Campbell and his team for this opportunity. Along the way I somehow found time to attend the excellent First On Scene training in Blackburn and the motorsport UK Radio Controllers training day in Bolton.

A contrasting year saw some of the very best event paperwork (well done the Grizedale stages) and some of the worst I've seen for a long time. As part of the safety cover for the event it is essential that radio crews have accurate and clear instructions and event safety information. An entry list is vital but please oh please can organisers include the colour of the car alongside the make and model. In a wet and muddy forest looking for car numbers can be challenging and when Control asks "have you seen car so and so" and it's one Escort in amongst half a dozen, asking me have I seen 'Car x the red Escort' can make all the difference, I might have missed the number but may well remember it was a red Escort. Whilst on this subject can organisers and officials please make sure that cars are properly identified by regulation compliant numbers, numbers made up from gaffer tape, cut down 8s to make a 3 or



### The Legend Fires North West Stages 23<sup>rd</sup> March 2019

Will be only the second English 'Closed Roads' Stage Rally and will be with us very shortly and will require an army of marshals.

- Garstang & Preston MC are running a Stage
- Stockport061MC and Clitheroe & DMC are running a Stage together
- ERO, Liverpool MC, Wallasey MC and Warrington & DMC are running Weeton together (I think its those clubs)
- British Rally Marshals Club are running a Stage

You can register with The Rally Stage Team for any one of the Stages (as Above) at

<https://www.rallystageteam.co.uk/>

**RallyStageTeam**

Or drop Ken Wilkinson an email  
[ken@stockport061.co.uk](mailto:ken@stockport061.co.uk)

even worse black numbers on a dark paint background make checking car numbers nigh on impossible, as a famous Russian meerkat says "simples" it's really not difficult to have the correct numbers on the side of each and every car.

It seems that my rant at the start of the year must continue, other grumbles over the last 12 months concern missing OK Boards in a stopped car and the classic of the warning triangle cable tied to the roll cage so tightly that you need cutters to release the triangle !. Safety rules matter and we all have a responsibility both competitors and officials of every sort to make sure we abide by those rules, they are there for a purpose.

Looking ahead to the next twelve months I am looking forward to the return of that very popular event the North West Stages next month, in it's new closed road format and also my debut as a solo Radio Controller at Blyton. The diary ahead is also getting full, as regular events pop into the calendar and a few new events, at least for me rear their head. I also hear some whispers of something rather special for this years Rally GB, fingers crossed. It will also be interesting to see how the rebranded MSA as motorsport UK evolve and deliver on some of their ambitious plans for developing the sport we all love and enjoy. Rebranding doesn't always work and as the old adage goes 'old wine in new bottles' doesn't really make a difference, although in this case the intention is clear, change is coming and hopefully for the best, but white lanyards for officials 2019 licences, was that really a good idea !.

It only leaves me to wish each and every reader a happy and above all safe New Year in 2019, keep on moving sideways.

*Ian Davies*  
**Gemini 23 / motorsport UK Radio Controller**



# Wales Rally GB Newsletter

Following an intensive period of debriefs where we pulled apart last year's roundly praised event to see how and where it can be improved, work is already well underway with planning for this year's event (3-6 October) with a view to publishing route information from April onwards. We anticipate being in a position to share some big news with you - watch this space!

The WRC crews and cars were the stars at Autosport International where new team-mates and liveries were unveiled in front of huge crowds. The first round in Monte at the end of the month should give an insight as to how the rest of the year might shape out.

## Let's take a few moments to reflect on last year's heroics:

3 hours, 6 minutes and 12 seconds at an average speed of 63.74 mph is how long it took Sébastien Ogier to complete 2018 Dayinsure Wales Rally GB.

He led home 141 crews comprising 21 nationalities at the finish of the event.

There were over 3,600 marshal posts that were manned by our 1800 volunteers over the weekend of 4 – 7 October. Those that were out on Saturday and Sunday even had to consider at points if sun-cream was going to be required.

Since when have we seen dust trailing behind the cars on Rally GB on the likes of Myherin?

This was the first time that the newly passed closed-road legislation had been used in Wales. Watching the cars fly over the B4501 around Llyn Brenig emphasised just what a difference this legislation can make to forest rallying in the UK. Llandudno simply looked stunning: the streets were full with an enthusiastic crowd; the sun was shining and the rally cars were spectacular around the streets. The drivers and teams all came back to us with great praise and positive comments around the route, the marshalling and the challenge of Wales.

Remember, that is what you all delivered. We all played our part in making the UK's round of the World Rally Championship something special – thank you.

**As a token of our appreciation to the marshals, we always pull one name at random for a unique prize. This winner gets a trip to a European World Rally Championship event of their choice. Pity that the author of this newsletter would seem to be excluded from the list of names...**

## The winner is Endaf Jones!

Well done, thank you for all your help in October and really well done on getting a trip to a WRC round. Enjoy the experience, take plenty of photos and be prepared to share these with us on your return.

Thank you to the 545 marshals who responded to the questionnaire that was issued just after the event. Also, thank you to those who responded directly to the office with feedback on different aspects of the event. All have been put into the big melting pot, from which the 2019 rally will be extracted over the coming months.

By way of thank you for completing the questionnaire the following marshals have been chosen at random to receive some prizes from us:

Angela Martin, Neale Phillips, Derek Machin, Robert Heathcock, Donald Cameron

All will receive a £50 Performance Clothing Rally GB voucher, a 2018 programme signed by the leading crews and a voucher for a case of beer!

I think this is the seventh consecutive year that I have said 'I won't be renewing my Competition Licence this year, I am getting far too old for this game!' and it's the seventh year on the trot that I have completely ignored myself and gone ahead and renewed my licence.

If I was not going to compete in 2019 it left me more time to get out there and marshal on a lot more events in 2019 than I could do last year.

You can imagine the scorn and derision that I would probably pour onto some one else who didn't do what they said they would and imagine how much worse this would be if they ignored my advice.

I am currently sat in the corner of my shed wearing a dunce's hat repeating 'Do what you said you would do. You are a stupid idiot' - only got to say it another 1564 times



In 2018 I spent 42 days Marshalling. Some were 2 day events (3 rallies & 1 Sprint) and WRCGB took up 6 days which leaves room for about another 10 events to marshal. Last year I competed on 6 rallies and on 4 of those I didn't need a competition Licence.

I have a ride on the Stockport061 Targa. I fancy doing both the Knutsford & 116 Targas Rallies

The only event I am really keen to do is the G&PMCs Memorial Rally having missed it in 2018 because of my Daughters wedding (& no I still haven't forgiven her! Out of all the Weekends available in a year to get married on why couldn't she have chosen a different one)

I have had two little runs out this Month (January) competing on 12 Car Rallies. The first one was as a Driver with Nick Townley in the Silly Seat.

This one was run following a very short Navigation training session lasting an hour and a bit. We were running as Car 2 and departed the start shortly after 20:30.

We had one or two hesitant calls at the odd junction whilst Nick got into his stride. A Passage Check on a very narrow track was blocked by Car 1 who had mistaken it for a time control and was waiting for his due time. He moved over eventually and let us through but because of the delay in getting him to move we arrived at the time control 7 seconds the wrong side of our minute. Some very enjoyable nadgery roads that saw us take two long wrong slots which we eventually corrected. We got all the Code Boards but dropped a total of O Fails 6 minutes. Very happy with =4th O/A

Next up was a Kirkby Lonsdale MC 12 Car. My turn in the Silly seat guiding Chris Hewlett around the lanes on Map 97. Matthew Hewlett (son of Chris & his usual Nav) has passed his test and wanted to Drive (with the Girlfriend on the maps) - so I got the Job with Chris.

It turned out to be a very tricky little run out with lots of incident. And lots of fails for missed Code Boards (we only missed the one). Dan Willan was Clerk of Course and gave out the route instructions differently to the 3 classes competing Which made it difficult to say who won what. Novices got all the route on maps at the Start and only had to find their way round the route. We won our 'class'.

Matt Hewlett had broken down so Chris had to go and find his son & then get the car recovered leaving me at the finish I got a lift home with a bloke called Geoff who used to Navigate for Mark Wagstaff

## Grumpy Old Git

### Still Wittering On & On & On



My first Marshalling stint of 2019.

I was doing 3 Time Controls all on my own but I got a last minute helper - Alivia Corps (Matt Hewlett's Girlfriend) which made the time waiting for cars interesting - quite a vocal young lady

The Ryemoor turned out to be a tough event for the Competitors. At our second control (just before Petrol) we only had 11 crews visit us and three of those were OTL. Ice, Snow & Fog apparently to blame although there was none at my controls and very little on the roads between them. Maximum Lateness was extended by 15mins at Petrol and the majority of the competitors made it to our third control and the Finish. I didn't hang around for the awards - a touch tired - and headed home to a nice warm bed



January 26th is a busy old day

I am at the Warrington Campus of Chester University for a full day of training. The Format had been changed from that used last year. It might just be me but I thought this year's activities worked far better than last year.

The morning session was a refresher and roughly half of those attending disappeared at lunch time. Having missed breakfast I was hungry and looking forward to something to eat. I am told the Chicken curry was very good but my choice was terrible and I only ate the bread roll.

The afternoon session was a little more specialised. I opted to do the 'Safety Radio' - Besides going through all the basics (including how to look after your equipment) we then had a practical exercise - brilliant

Once the training was done with it was off to Stockport for the ANWCC Awards Night. Good Food (at Last) and good company and I picked up an award. A few of the award winners photos on Page 46



## **2018 Decline in UK Car Sales –Not All Segments Suffer**

End December saw the final scores for 2018 UK car “sales” revealed. The market was down 6.8% in total with diesel down 29.6%, petrol up 8.7%, hybrid and electric up 21% but still only 6% of all sales.

Within these winners were few. Jaguar managed a 4% increase in sales on the back of their SUVs E Pace and F Pace (remember when Jag sold sports saloons and sports cars?). MG sold 9000 cars against 4500 last year but hardly significant in a 2.37M market? Mitsubishi recovered from two bad years with a 31% increase in sales. Real winners were perhaps SEAT 12% up and now taking a respectable 2.7% share of the market and Volvo up 9%. I have a good friend who's a Volvo dealer and he's one of the few happy new car dealers I talk to currently.

Losers? Well most, but Audi down 18%, DS which was meant to bring Citroen into the premium market down 44%, Fiat down 20%, Nissan down 32% all have bad news. However, % scores only tell half the story. Biggest losers in volume terms were Audi down 31000 cars, Ford down 23000, Vauxhall down 18000.

The fight amongst the German prestige manufacturers went down the wire. Audi (see above ) had a dreadful year due to supply problems because they had failed to prepare properly for the new emission regulations that came into force on September 1<sup>st</sup>. Which left it to Mercedes and BMW. Merc were just ahead at end November. In December BM registered 11600 cars, Merc 11365 but even then, Merc won by a mere 190 cars 172238 to BM's 172048.

What interests a nerd like me is how this builds up from the segments that make up the sales. Developing new models means enormous investment for the makers. So, they have to decide where to place these investments. Last year in the UK against a market down 6.8% what is called the D Segment (eg Mondeo and Insignia) fell 26%. The segment including the same sort of cars like BMW 3 Series and Audi A4 fell also by 26%, which is why Jag's XE and Alfa's Giulia struggle so hard to make any impact.

Two other segments are in deep decline. Sports car, which includes everything from a Mazda MX5 to a Lamborghini Aventador is down 21%, and large MPVs like Ford Galaxy down 38%. People buy 7 seat SUVs now.

Betting on investing in the wrong product groups can be dreadfully expensive for manufacturers (see below).

## **Very Bad News from Ford & Jaguar**

It was no surprise, but still very bad news, when Ford and Jaguar opened the New Year with announcements of large job losses, Ford are to announce a minimum of 13500 job losses in Europe and I think that could be a lot more. The UK and European HQ in Brentwood is to be closed as I discussed a few months ago with the (remaining) jobs being based at the Dunton Essex Engineering Centre. Brentwood HQ will become houses and apartments. And Dagenham? Well they still build engines there as they do in Bridgend South Wales. But for how much longer, Ford have announced the closure of the auto gearbox plant in Bordeaux which has enraged the French to the extent that the Government has said it will no longer buy Fords for police use. As most manufacturers supply cars and commercials to “Blue Lights” (Police, Fire, Ambulance etc) at a loss I don't see that as Ford's biggest problem just now.

So where did it go wrong for Ford?

Simple, with that wonderful thing called hindsight of course. Ford dominated in the 1960s and 70s Cortina and then the Escort. They placed the investment dollars on replacing these with the Sierra (bad) Focus (good) and Mondeo (good). But then they kept going with several more new Focuses and Mondeos. All better than the last one but the market moved on to SUVs. And Ford hadn't. The best car in its class Ford has currently is the Fiesta but as Henry Ford II said when asked to approve the original Fiesta in 1975 “Mini Cars Mini Profits”. New Focus is great, but doesn't everyone want at least a VW Golf badge?

So, Ford got it wrong by investing in dying segments of the market. And by being late into electric cars.

Which brings us to Jaguar Land Rover (JLR). They have just announced another 4500 job losses in the UK on top of all the bad news they gave us in the second half of last year. Why? Two reasons basically: China and Diesel. JLR particularly the LR bit have come to rely on booming sales in China, but now Chinese growth has stalled. JLR produce about 90% of their cars with diesel engines. The World rightly or wrongly has turned against diesels. Which leaves JLR in a big mess.

And there are more minor but significant problems. The biggest is probably the small Jaguar saloon the XE. Projected to sell 100,000 cars a year the actual is not much more than 30,000. Jag are between a rock and a hard place here. Without 100,000 a year they can't reach the economies of scale to reach the let's say £249 a month lease rate the others can. If they can't match the price point, they never will sell 100,000.

***Continued on Page 43***

## VW/Ford Alliance

I wrote a bit about this last month, but I think some of that was missed out for technical reasons. Now things have been made more official and it is public that Ford and VW will now jointly develop new vans and pickups. Ford will be responsible for the larger vans which will replace Transit Custom/Transit and VW Transporter/Crafter as well as a pickup to replace Ranger/Amarok. VW will engineer a smaller van to replace Caddy/Courier/Connect.

The two will also work together on development of autonomous (driverless) and electric vehicles.

I think a lot more to come from this partnership?

## Where's The Electricity Coming From?

More electric cars mean more electricity will be required, lots more. Fairly obvious that isn't it? To meet this demand the Government has planned 6 new nuclear power stations to come on stream in the next 10 years. The first one Hinkley Point is going ahead and will be producing by 2025. No government money is involved but the downside is the power will be VERY expensive by normal standards.. Next in the pipeline was the Toshiba facility at Moorhouse near Sellafield – which Toshiba abandoned late last year because of the financial risks involved. Then this month another Japanese giant Hitachi suspended work on the next two new nuclear plants one on Anglesey and the other in Gloucestershire for the same reasons. The final two new power stations haven't yet obtained the necessary planning permissions, nor is it certain they will.

So the Government's power generation strategy is in tatters and there is a real danger that if electric cars do become dramatically more popular as predicted that there simply won't be the power to recharge them. Some of us are old enough to remember the chaos caused in the 1970s by fuel shortages in the first oil crisis. This could be much worse.

## Tesla Cut 3000 Jobs

Tesla currently employs around 45000 people, a significant number of these were recruited just last year as the company struggled to ramp up production of the cheaper Model 3 range. Now 7% of the workforce are to be "let go". Tesla has never made a profit although say they will this year, a forecast most observers are doubtful about as the company has a long history of announcing ambitious financial and production forecasts then failing to achieve them.

The cheaper variants in the Model 3 range aren't in production yet, nor has the car even been launched in most markets outside the US including UK. So now they have to make a lot more cars to get the economies of scale they need to achieve profitability, and do that with less people. And as "established" manufacturers launch highly competent electric cars life will become harder. One GM executive in the US sniffily commented last year "Tesla have been pretty good at designing electric cars, but we know how to make cars in volume, it isn't easy and they'll find out!" Seems he might well be right.

Certainly evidence has started to emerge that Tesla will find things increasingly difficult as other manufacturers launch genuine competitors. Norway is the market where electric cars take by far the biggest share of sales. Currently 41% of all cars sold there are pure electric and another 16% are plug in hybrids. No other market in the World comes close to these figures. So it's an important market for Tesla. Yet in the final quarter of last year Tesla sales declined by 40% against the same period of 2017? That's a decline of over 1500 sales. The main reason is the Jaguar i-Pace which having only been launched in Norway in October, and still not freely available, achieved nearly 1000 sales in the quarter. The Jag is the only electric car which competes directly with Tesla's current range in terms of pricing. With other new products being launched lower down the market pure electric car sales in Norway were up 36% for the quarter against 2017. Tesla sales were DOWN 40%. OK that is before the cheaper Model 3 arrives in Europe but that will be a much less profitable product for Tesla priced almost 50% below Model S and X.

Signs are that when those who know how to design AND build cars launch proper electric models Tesla will find life even more difficult than they have already.

## Where Have All The New Car Dealers Gone?

There are at least two things rapidly disappearing from smaller towns in the UK, bank branches and new car dealers. My nearest town is Penrith, 20 miles South of Carlisle. Less than ten years ago there were new car dealers representing Citroen, Ford, Nissan, Peugeot, Renault, Toyota, and Vauxhall. Of these only Peugeot still have a showroom in Penrith. MG and Ssangyong are now also represented but these are "fringe" franchises taking tiny market shares where the manufacturer has to pay the dealer to take the franchise.

As manufacturers continue to demand buildings and other "standards" that make operating a new car franchise extremely expensive this trend can only continue. Where the dealers who have given up on new cars remain in business they primarily concentrate on used vehicles and servicing, and the ones I talk to are almost all making more money that when they were new car suppliers.

*Continued on Page 44*

## **Dealers Concentrate On Used Cars For 2019**

Nobody expects new car sales will recover in 2019 after the big drop last year. In fact for many the question is how much further will they fall? So the vast majority of dealers are looking to more used car sales to make up for lack of new car business. Two thirds are looking for “significant” growth in their used car business and over half are actively pursuing new sources of stock to support this.

Whilst many (including myself) felt that used car prices would drop in 2018 as 2 and 3 year old cars from the boom years of 2015 and 2016 hit the market in fact exactly the opposite has happened. With less used cars coming into part exchange against new ones franchised dealers are keeping most of what they take in leaving limited supplies for the independent dealers to buy. Result is a significant hardening in prices with dealers paying well over “book” value for the more attractive models they want. Over £1000 over “book” for a £10000 car is not unusual and there’s no sign of that changing.

With the reduction in the sale of new diesels over the last 18 months used diesels are becoming increasingly hard to find. Rental companies have just about stopped buying small and medium diesels so little from that source is available. Last week one of my trade customers asked me to find an 18 plate Focus Zetec Diesel with Navigation and under 10000 miles – I couldn’t! Used buyers still want diesels of that there is no doubt but it’s amazingly hard to satisfy their demand now and this will only worsen.

## **Rolls On A Roll**

Whilst their old rivals at Bentley are going through a hard time Rolls Royce are quite the opposite. Bentley is currently the only part of VW Group losing money and a senior VW director recently publicly stated that this couldn’t continue and the Bentley management has two years at most to correct matters.

Rolls in contrast reported a 22% increase in sales in 2018 to over 4100 cars and with the £250,000 Cullinan SUV now launched they expect more of the same this year. The US is still the most important market for RR with over 30% of sales coming from there. Rolls is less reliant on China than many but after a poor 2017 there last year sales in the Chinese market bounced back by 40% in total contrast to almost every other manufacturer. 20% of new Rolls Royces go the Middle East and 10% to the UK.

RR expect the Cullinan to sell “at least” 2500 units this year and these will almost all be incremental sales rather than substituting the purchase of a different Rolls, so expect total sales to increase for them by over 50% in 2019. Around half of Cullinan customers are expected to be current Rolls owners simply adding another RR to their garage, the other half will be new to the brand, something manufacturers love.

## **London Mayor Announces Scrappage Incentive For White Van Man**

Last month I reported on the new London Congestion Charges. Predictably the backlash against these has resulted in some furious back peddling by the Mayor of London whose project it is. The charges will come as announced but out of thin (if not very clean) air £23 Million has been produced for small businesses who trade in London to assist them in replacing older vans with newer cleaner ones. There are no details yet on a figure per van, who will qualify etc. In fact there are no details at all making it clear the announcement was rushed out counter the storm of criticism that had arisen. Mayor Sadiq Khan has tried to convince people that the Scrappage Scheme was always going to be put in place as the next stage after the increased Congestion Charges but I don’t think anyone’s remotely convinced.

## **If You Think This Is Bad, Just Wait For 2021!**

In 2021 all car manufacturers have to hit a target for average CO2 emissions for the cars they sell in Europe. The target varies by manufacturer being set on a group wide basis so VW have to include all their brands for instance, and Peugeot/Citroen now have to bring in Vauxhall and Opel. Targets vary because they are based on the average weight of the cars produced by a manufacturer giving Jaguar Land Rover an easier target than say Fiat.

And if you miss your target, there’s a fine. Not a big one more likely a MASSIVE one. The fine is 95 Euros per car produced for every 1 gm/km you’re over. That doesn’t sound a lot until you do the maths. Kia, not the biggest player in Europe by far, produces 500,000 cars a year for Europe. So they will be fined almost 50 Million Euros for every 1 gm/km. Currently they are 5gm/km over! VW Group are currently looking at a fine of 1.4 BILLION Euros a year unless drastic action is taken. Those like Ford, Mazda, Fiat/Chrysler who’ve been slow to embrace electrification will suffer worst of all. Peugeot/Citroen who were doing relatively well in all this are now lumbered with including the scores of Vauxhall/Opel who weren’t.



What the manufacturers need to do is speed the introduction of hybrids and even more important pure electric cars. Providing there's enough electricity of course (see above). However big an effort is made some, maybe many, makers simply won't achieve the targets.

They are then faced with either paying the massive fines or rationing supply of the more polluting cars they produce to improve the average score. It is likely that rationing the availability of petrol models will be the cheaper alternative. Which means turning the factories down which has unpleasant consequences for employees, suppliers, and dealers.

*Paul Gilligan*

**GVC**

[pg@gilliganvehicleconsulting.co.uk](mailto:pg@gilliganvehicleconsulting.co.uk)

[www.gilliganvehicleconsulting.co.uk](http://www.gilliganvehicleconsulting.co.uk)

07785 293222

**JUST £140  
FOR THE DAY**  
PRICE PER TEAM OF DRIVER AND CO-DRIVER

**anglesey circuit**  
tracmon

**UPCOMING EVENTS**

<b>FEB 17<sup>th</sup></b> SUNDAY	<b>MAR 15<sup>th</sup></b> FRIDAY	<b>APR 13<sup>th</sup></b> SATURDAY	<b>JUN 29<sup>th</sup></b> SATURDAY
--------------------------------------	--------------------------------------	--	--

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

Anglesey Circuit's 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.

A group of nuns are walking down the road and stop at pedestrian crossing in downtown Dublin when a bunch of rowdy drunks pull up alongside of them. "Hey, show us yer teets, ya XXXXXX penguins," shouts one of the drunks.

Quite shocked, Mother Superior turns to Sister Mary Immaculata and says, "I don't think they know who we are; show them your cross."

So Sister Mary shouts at the drunks, "Pí'ss off, ya XXXXXXin' little wán'krs, before I drag ya out of that there car and rip yer balls off."

She then looks back at Mother Superior quite innocently and says, "Did that sound cross enough?"





# Awards Night

## Saturday 26th January



Conner Aspey  
& Calvin Woods



Rob Bryn Jones



Andy Williams



Tim Millington



Andrew Morris  
& Chloe Thomas



Lauren Crook



Grace Pedley



Nigel Fox



David Goodlad



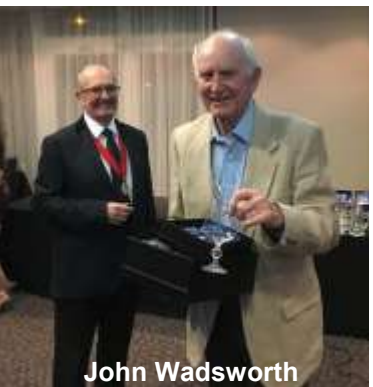
James Williams



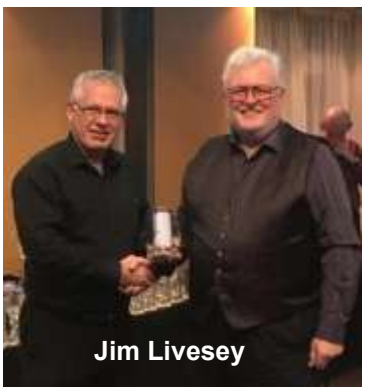
Lauren Hewitt



Brandon Smith



John Wadsworth



Jim Livesey



David Graves

Some people won that many awards that they must be on the lookout to buy a bigger house or build an extension just so that they have somewhere to put all their awards



Maurice Ellison



James Swallow  
& Jack Mather



Chris McKacMahon



# How the motoring scene has changed, not always for the better.

I was born in February 1947, a year noted for freezing temperatures and very heavy snowfalls all over the country, this means of course I am now approaching my 72nd birthday. I have seen tremendous changes in not only motor-sport and motors but in everyday lives and lifestyle, some for the better and some for the worse, the following article highlights some of those changes.

I was born in the Cumbrian village of Dearham in a house that was under 6 feet of snow, so deep in fact they had to dig a tunnel in order to allow the district nurse to attend to my mother and assist with my arrival, home births were very common in those days I gather. I'm not sure what transport the nurse used the year I was born but I remember when I was five or six years old the sight of nurse Hall, who was a local farmers wife, going about in her Morris Minor was a common sight.

In the late 1940s not many people had cars, only doctors, vets, farmers and others who were deemed essential car users because the main production of vehicles was destined for export to help pay for money borrowed to fund the war. Petrol was rationed so was food, a fact I well remember because my parents, myself and grandparents still lived in the tiny house where I was born, two up two down. Grandfather worked at Risehow colliery one of the many in the area and grandma ran a little village food shop in the front downstairs room of the house where we all lived. I helped weigh out sugar from big sacks into blue bags carefully weighing it out using the old-fashioned scales with little brass weights and larger cast iron ones calibrated and checked regularly by a weights and measures inspectors. We still have those scales in our kitchen today. To buy a bag of sugar required not only money but rationing coupons as well. Being a two up two down cottage the other downstairs room was our only living area where, somehow, we all managed to cope until I was seven when my parents bought a house of their own.

In summer the tar on the roads in Dearham used to melt on hot days and invariably playing with my toy cars or marbles in the road it somehow got onto our skin particularly on our knees, this was removed by grandma using some butter, not sure why but it acted like Swarfega does with grease.

Every now and again a steam roller would come to the village towing a big wooden workmen's caravan rather like a shepherd's hut behind it, the steam roller rolled granite chippings into the tar during the day but at nights it was parked in a layby in the village where the council kept a supply of chippings. When the workmen had gone home, we used to climb on the roller and play in it trying to turn the steering wheel with the little handle that stuck out of the steering wheel whilst looking down at the chains going down to the foremost roller where the front wheels would be if it was a traction engine. We didn't damage anything just found it exciting as it would still be hot and had a smell of its own rather like a living thing although the firebox would have been raked out in readiness for the next day.

When I was seven my parents bought a house in Workington where the steel industry was the major employer, 4400 people worked at one plant, 2400 at another and the Workington Iron and Steel Company also owned the docks, coke plants, brickworks and many iron ore and other mines.

In the 50s Dad worked for a small building firm, like the majority of working people we didn't have a car, everyone had a "sit up and beg" bike, walked to work or people got about on the familiar double decker buses with the open rear platform. This allowed you to run and jump on the bus if it pulled away as you approached the bus stop, it also allowed you to jump off while it was still moving, health and safety wasn't a big consideration in those days.

By the very early 1960s cars became more readily available, some business owners seemed to be able to afford new ones, working people generally bought second hand ones and Malcolm Wilson's dad's scrapyards and tyre business was a popular place for people from all walks of life at evenings and weekends. Here they were to be found removing and buying an engine or gearbox from a Ford Anglia or a Minor 1000, maybe a CV joint for a Mini or an exhaust for their Austin 1100 from a crashed car; it was much cheaper than a new one. Motor factors as we know them today didn't exist and ones like Edmund Walker only sold to the trade. These items purchased from the scrapyards were probably fitted during the next weekend or may be on a weekday evening usually outside in the road as not many people had garages.

New and remould tyres were also a big seller particularly after the MOT test was introduced on September 12<sup>th</sup>, 1960, first as an optional test but only for cars that were over 10 years old. This cost 15 shillings, 75p in today's money. By the end of the 1960s car ownership had increased dramatically, often car owners wishing to avoid an MOT test bought a car that was less than 10 years old so demand for younger second hand vehicles stimulated the car industry. Ken Wilson scrapped literally hundreds of Austin 7s and similar cars, they looked too "old fashioned" compared to an Austin A30s, Standard 10s and Ford Prefects.

Ford Cortina MK1s were a great car from a slightly later period introduced in 1962/3 period, simple enough to be maintained by an owner with reasonable engineering skills, in our area, there were a great many people with such skills. Many cars were prone to corrosion especially in the sill area because they were never designed for longevity

***Continued on Page 48***



This was a problem that also affected Morris Marinas, Minis, Vauxhall Chevettes, Vivas, Datsuns and other popular cars of that era. Probably Vauxhall Cresta's were the worst for the dreaded tin worm followed by some Fiat models and other Italian cars such as Lancia's and Alfa's. Obviously, these were designed for sunnier climes and dryer colder winters. Not sure why Vauxhall Cresta's rotted so badly, possible they had enlisted an Italian designer.

Volvos on the other hand boasted in their adverts the average life for one of their cars was 19 years, this advert must have impressed me and I can believe it because since the mid-70s we have always had bigger Volvos, 145s, 245s, 745s, 945s and then V70s, I've never bought a new one, but ran many of them for several years often to 150,000 miles then sold them to friends or customers, many have lasted way over twenty years some covering almost 300,000 miles. They would still have carried on giving good service, but the owners basically got bored with the same car and generally bought another similar Volvo to replace it.

If I had been going to do a rally such as the Safari rally or a London to Sydney marathon I would have chosen a 240 Volvo, earlier ones took at the most an hour to replace a timing belt, it didn't even bend valves if the timing belt snapped, the water pump was a separate component not even required at a timing belt change, also very easy again to replace. The alternator brushes could be replaced in less than 10 mins as could the Bosch points and condenser, a clutch could be done at the side of the road in under two hours. When we went to the continent on holiday towing our caravan, I took all these parts as spares with me, only once did I need to fit a set of alternator brushes, after that we replaced customers brushes as a preventative service operation just as we did with timing belts.

My current D5 V70 Volvo does almost 50mpg on a run, almost double the mpg of the petrol 240s, it has lots more power at 185BHP and far more torque. I really love it but all the jobs such as clutch, alternator and timing belt are major jobs just like all modern cars are these days and without all the diagnostic equipment and my two post lift it would be impossible to do many minor jobs let alone the bigger ones.

How can this be progress when it was possible to replace a complete clutch assembly on an early model front wheel drive Vauxhall Astra in about 30 mins at the side of the road. Today on most cars it requires lowering of subframe and a serious amount of other equipment is required to reset steering angle sensors and suchlike. I really despair at so called progress, sustainability and legislation forcing older cars off the road and replacing them with electric or Hybrid vehicles that can't even get to London from Cumbria without recharging a couple or more times never mind the pollution caused when building the car in the first place or lack of generating capacity for these electric "wonder cars" that were supposed to save the planet.

When I worked at the steelworks they had the capacity at Workington to melt scrap cars or any other scrap steel in an electric arc furnace, pour it into an ingot mould that had been made at Chapel Bank works half a mile away near Workington docks, roll it into rails, girders or any other product or sell the newly rolled "bloom" to other manufacturing companies such as Fords in order to be made into a new cars. These days scrap goes all the way to China on polluting ships, converted into steel blooms in China's vast steelworks then sold back to our country again travelling in polluting ships. This is a crazy situation supposedly to keep our counties carbon emissions low.

No wonder many of us get a great deal of enjoyment by rebuilding and competing in cars such as my Buckler or Austin 7s. An Escort MK2 would be a great choice being simple, easy to work on and fix but their values are stratospheric these days which is a great pity. MX5s have taken over from the MK2 Escorts as a really usable clubman's motorsport vehicle but it would be nice to have a bit more variety, fortunately MGBs are in plentiful supply and at least parts for these 50-year-old vehicles are still widely available.

Building cars bought from scrapyards gave people lots of cheap fun, increased their general skills and breaking down in the middle of the night in Keilder or other forests in the north of Scotland or in deepest Wales usually meant the cause could be found enabling us to get home under our own steam so to speak. If it was a head gasket, we left off the radiator cap put sealant in the system if we had any, failing that you broke raw eggs into the radiator from the nearest farm and limped back to civilisation. How much longer will the average person be able to compete in cheap motorsport, that question remains to be answered.

## **Dates for the Revival or Classic car type events**

Most Motor clubs have announced the dates for their 2019 events recently and some have made significant changes to their dates, I'm not sure why but there will be a valid reason for it as they need to tie up with big events at other venues because of the same clerks of course, marshals, paramedics etc are often used at the different venues.

Here are some of the dates for the Revival or Classic car type events

Harewood Classic & vintage event Sat 1<sup>st</sup> June and Jim Thompson Hillclimb the following day on 2<sup>nd</sup> June

Barbon Clubmans event is on June 8<sup>th</sup> and their championship meeting weekend is on July 6<sup>th</sup>

Shelsley Walsh Classic Nostalgia weekend is now on June 15/16<sup>th</sup> this has moved from its July date so make a note of it.

Boness (Near Edinburgh) revival hillclimb and classic car show is on weekend of 31<sup>st</sup> August /1<sup>st</sup> September

Prescotts Autumn Classic is on October 5/6<sup>th</sup>

Goodwood Revival is on 13/14/15 September

Check the various websites to confirm dates and for more information.

Don't forget new helmets will be required this year for many competitors as the regs have changed see Motorsport UK website

**Keith Thomas**

# MOT Exemption of Historic Vehicles

The Federation has argued that the DVLA process for enabling declaration of a vehicle as not being significantly changed at the time of re-licensing only, was one which could put drivers at risk of bureaucratic misunderstanding and leave them at risk from ill-briefed policeman.

We all became aware that a real example that had arisen and that the driver of a historic vehicle had received a Notice of Prosecution. The Federation urgently sought clarification of the position from the Department of Transport. We are glad to confirm that they responded promptly and positively and have provided us with the statement we copy here, which we think sets out the position clearly and succinctly and will be of real use to our members.

**It may be that members who have concerns about this will wish to carry a copy of the DfT Statement in the vehicle.**

We are still unhappy that the Vehicle Enquiry Service cannot show an accurate MOT status even after the registered keeper has filled in a Form V112 or checked the declaration page during online licensing. Currently it simply says, if the vehicle does not have an MOT, that no MOT information is available.



Department  
for Transport

Department for Transport  
Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR  
Tel: 0300 330 3000

Web Site: [www.gov.uk/dft](http://www.gov.uk/dft)

Our Ref: MC/232005

11 January 2019

## RE: Vehicle Of Historic Interest MOT Exemption

The following is a statement of the effect of recent legal changes to requirements for MOT testing of vehicles at least 40 years old.

On 20 May 2018 the Motor Vehicle (Tests) (Amendment) Regulations 2017 came into force. Regulation 7 sets out that any car, van (under 3.5t) or motorcycle which is being used on a public road is to be considered a vehicle of historic interest and therefore no longer required to hold a valid MOT certificate if it:

was manufactured or registered for the first time at least 40 years previously is of a type no longer in production and has been historically preserved or maintained in its original state and has not undergone substantial changes in the technical characteristic of its main components.

This amended the previous exemption from MOT testing for cars, light vans or motorcycles manufactured in 1960 or before. The arrangements for the testing of old larger vehicles are different.

Please find enclosed a copy of this Statutory Instrument and a copy of the Explanatory Memorandum should you wish to refer to these.

There is no requirement, either intended or implied, that at the point a vehicle becomes 40 years old and providing the vehicle has not been substantially changed, for the owner to make a declaration to any statutory body, declaring that the vehicle is a vehicle of historic interest and is therefore no longer required to have a valid MOT certificate.

The Department and DVLA have set up an administrative process (via DVLA form V112 and the equivalent process on-line) which requires at the time of the annual re-licensing of vehicles a declaration that the vehicle is a vehicle of historic interest – in that it has not been substantially modified. This process is in place to help owners of old vehicles that have been substantially modified do not by mistake run them without a valid MOT. The Department has published information about what constitutes a substantial modification in this context and encourages owners who do not know to seek advice.

Yours sincerely,

**Duncan Price**  
Divisional Manager, Freight, Operator Licensing and Roadworthiness



## **Bala and District Motor Club £5300 for North Wales Air Ambulance**

Bala and District Motor Club Continue to raise money for The North Wales Air Ambulance Members of Bala Motor and District Motor Club visited the North Wales Air Ambulance base in Welshpool to present our latest cheque to them for £5300.

This takes the amount raised by the club for the cause to £10,300 over the last 2 years. The money has been raised on the club's annual motorsport events this year - The Polyroof PK Memorial Road Rally – where all spectator car parking money has been donated. The Quarry Explorer Rali Cwm Cynfal – where spectator parking money was donated, together with £10 of each rally entry and through the generosity of Mr Michael Bewick and his team at Llechwedd Quarry, all spectator fee's for a trip to the tests at the quarry in their Quarry Explorer vehicles were donated

At the The Minafon Garage Gareth Hall Memorial Rally again all spectator parking money was donated, together with money raised in what is the traditional and unique auction of the opportunity to navigate former works driver Geoff Jones on the event in a car from the Geoff Jones Motorsport stable - this raised £450 for this cause and £450 for the MS UK Charity.

A generous donation of £400 was also made by last year's winner Dave Paveley of North Wales Honda, Llandudno, together with a further donation by Nia Roberts catering. The final amount of £2800 towards the total was raised at the club's recent 70th Anniversary Party Auction where everyone dug deep for the charity.

A spokesman for the club went on to say "it's been good to raise money for this worthwhile charity once more this year, being a rural club we understand how this facility is often the difference in life or death situations in rural communities and it is a pleasure to hand over more funds to try and help this cause"

We'd like to thank all competitors, spectators, the general public and officials who have given so generously over the year. Together with Mr Michael Bewick and his team at Llechwedd Quarry, Geoff Jones at Geoff Jones Motorsport, Dave Paveley at North Wales Honda and Nia Roberts Catering who have helped us in once again in raising this significant sum of money.

## **David Richards CBE, Motorsport UK's Chairman Thursday 14 March 2019**



Do YOU want to hear what David Richards CBE, Motorsport UK's Chairman, talk about his career to date, and the aims and work of Motorsport UK (formerly the MSA)?

He's talking to HRCR Midlands & Matlock Motor Club members on Thursday 14 March 2019 at

**Peak Edge Hotel,  
Darley Road,  
Stone Edge,  
Chesterfield,  
Derbyshire  
S45 0LW**

(start time not published)

Many are expected to attend, so pre-book your place via  
**Peter Haynes at - [midlands@hrcr.co.uk](mailto:midlands@hrcr.co.uk) or  
David Yorke at - [yorkesport@btinternet.com](mailto:yorkesport@btinternet.com)**

Places will be allocated on a 'first come, first served basis'

I'm off to the pub later, leaving the wife at home polishing my medieval battle suit.

But that's OK. She always longed for a night in, shining armour.







# 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

**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**

**15th September**

**Stocktonian**

**22nd September**

**Doonhamer**

**13th October**

**Solway**

**10th November**

**Saltire**



## Motorsport UK recognises R4W with Environmental Award

**Engineering specialists Rally4Wales have won the Motorsport UK Environmental Award, in recognition of their work to repair gravel roads after forest motorsport events across Wales.**

The annual award is designed to recognise outstanding contributions towards environmental responsibility and the active promotion of sustainability in motorsport. Previous winners include Anglesey Circuit, Williams Hybrid Power and Lord Drayson.

R4W was established in 2016 amid uncertainty over the future costs of road repairs following events on the Natural Resources Wales (NRW) forestry estate. R4W, led by Jamie Edwards and Richard Ceen, emerged with a new 'self-repair' proposition and has since provided cost-effective repairs to many forest-based events, with positive feedback from the sport.

Jamie Edwards, Managing Director of R4W, said: "Rally4Wales Contracts Ltd is delighted to receive this award. Our work in repairing gravel roads in the forests of Wales is vital in safeguarding the longer-term future of the sport.

"Sustainability is a key driver in what we do. Our repair work ensures that the natural resources we use for gravel rallying are improved and developed to ensure they can be utilised by all visitors to the forestry estate in Wales and not just rallying."

R4W will receive the trophy at Motorsport UK's prestigious Night of Champions ceremony, held at the Royal Automobile Club in London on 26 January.



## Countdown to Wales Rally GB under way

**The countdown to Wales Rally GB (3-6 October) began at Autosport International with the official launch of the 2019 FIA World Rally Championship.**

New liveries and driver line-ups were unveiled at Birmingham's NEC, giving British rally fans a unique insight into the season ahead.

Motorsport UK Academy graduate Elfyn Evans was on hand at the show. He steps up to lead M-Sport's 2019 campaign, alongside new co-driver Scott Martin. Meanwhile Kris Meeke returns to the championship with Toyota and also has a new co-driver, Seb Marshall, who is also a former member of the Motorsport UK Academy.

The title race begins Monte Carlo Rally (24-27 January), with the UK's round confirmed for the autumn. Tickets for Wales Rally GB will go on sale in the spring when the competitive route is announced.

## UK volunteer named FIA Best Marshal 2018

A motorsport volunteer from Northern Ireland has won marshalling's top international accolade after being nominated by Motorsport UK for the FIA Best Marshal of the Season award.

Barry Arundell, a former JLT Motorsport UK Volunteer of the Year, was recognised for his continuing efforts after more than 20 years as a rally marshal. Barry is a committee member at Omagh Motor Club and a prominent figure in the Motorsport Marshalling Partnership (MMP), a community of marshals and motor clubs in Northern Ireland. For the last five years, he has been one of the most active MMP members, marshalling at over 20 events per year.

Barry is known for mentoring new marshals, including another former JLT Motorsport UK Volunteer of the Year, Barry O'Neill. He has previously recruited over 100 marshals for Omagh Motor Club's Bushwhacker Rally, and has played key roles in major international events such as the Circuit of Ireland and Ulster Rallies.





# Technical

Updates, clarification and advice



## Snell SA2005

Competitors are reminded that the Snell SA2005 helmet standard was withdrawn from the list of acceptable standards at the end of 2018. Therefore, helmets with this standard can no longer be used for Motorsport UK events where a helmet is mandatory.

## Seat homologation extensions

With the motorsport season fast approaching, Motorsport UK wishes to remind the community of changes to seat and harness regulations.

In stage rallying, seats homologated to the FIA 8855-1999 standard are granted a two-year extension at the end of their initial five-year life (see full details in (R) 48.10.6). For example, a seat with a homologation label validity that expired at the end of 2018 will continue to be recognised until the end of 2020.

There are still some seats in use with a homologation label giving a date of manufacture (month/year). In these cases, the two-year extension is applied by adding seven years to that date. For example, a seat with date of manufacture February 2013 will now be valid until the end of February 2020.

Motorsport UK has reiterated scrutineers' powers to retain or invalidate homologated equipment if they have serious concerns regarding its condition or know it has been involved in a major accident.

## Tyre List 1A

Please note that the Dunlop SP Sport Maxx Race tyre in List 1A in the Motorsport UK Yeabook should correctly be marked with an asterisk (\*), indicating that it may be removed from this list for 2020. This does not affect its validity for 2019.

## Stage Rally rear-view mirrors

There has been a report of an incident between two competing cars, where the car in front was shown to have been running with both side mirrors folded in and with no interior mirror.

Scrutineers have been advised to check stage rally vehicles carefully to ensure they have correctly fitted and functional rear-view mirrors. There are MOT requirements concerning which mirrors should be fitted and in working order depending on the vehicle's age. For full details, please see section 3.3. on the DVSA website

[https://www.mot-testing.service.gov.uk/documents/manuals/class3457/Section-3-Visibility.html#section\\_3.3](https://www.mot-testing.service.gov.uk/documents/manuals/class3457/Section-3-Visibility.html#section_3.3)

## FIA 8856-2018 standard

The FIA introduced a new standard for protective clothing, FIA 8856-2018, last year and the first garment was homologated in December. The Motorsport UK Yearbook will be updated shortly to include this standard but, in the meantime, it is confirmed as being acceptable for use in Motorsport UK events with immediate effect.

The standard covers all items of protective clothing: overalls, shoes, gloves, balaclavas, undergarments, rain-proof overgarments, cooling undergarments and socks. All garments will carry the relevant FIA homologation label, and all garments except for socks will also carry an FIA hologram – see specific details below:

### Overalls



+



### Socks



### All others



+





# TRAINING

## All training is delivered by Licensed MotorsportUK Instructors and based on those 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.motorsportuk.org/Resource-Centre/Marshals](http://www.motorsportuk.org/Resource-Centre/Marshals)** and either login if you are an existing MotorsportUK 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](http://www.brmc.org.uk)**



**[www.volunteersinmotorsport.co.uk](http://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](mailto:tracey.ams@hotmail.com)**

**Or phone Jon Aston**  
**0333 0022 510**

## TRAINING DATES for 2019

### 9th Feb 2019

Llandrillo College, Colwyn 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  
go to <http://anwcc.co.uk>

### Road Rally :

O/A	Driver	Club	Points
1			
2			
3			
4			
5			
O/A	Navigator	Club	Points
1			
2			
3			
4			
5			

### Stage Rally :

O/A	Driver	Club	Points
1			
2			
3			
4			
5			
O/A	Co-Driver	Club	Points
1			
2			
3			
4			
5			

### Stage Rally (Forest) :

O/A	Driver	Club	Points
1			
2			
3			
4			
5			
O/A	Co-Driver	Club	Points
1			
2			
3			
4			
5			

### Autotest :

O/A	Driver	Club	Points
1	Paul Fobister	Rhyl	30
2	Dave Evans	Whitchurch	28
3	Colin Moreton	Knutsford	26
4			
5			

### PCA :

O/A	Driver	Club	Points
1	Neil Jones	Bala	30
2	Will Hughes	C&A	29
3	Howard Morris	Rhyl	27
4	Alun Hayward	Rhyl	25
5			

### AutoSOLO :

O/A	Driver	Club	Points
1			
2			
3			
4			
5			

### Sprint :

O/A	Driver	Club	Points
1			
2			
3			
4			
5			

### Hillclimb :

O/A	Driver	Club	Points
1			
2			
3			
4			
5			

### Trials :

O/A	Driver	Club	Points
1			
2			
3			
4			
5			



## Championship Standings

In Brief : Updated  
go to <http://anwcc.co.uk>

### North Wales Stage Rally Challenge

O/A	Driver	Club	Points
1			
2			
3			
4			
5			
O/A	Navigator	Club	Points
1			
2			
3			
4			
5			

### North Wales Road Rally Challenge

O/A	Driver	Club	Points
1			
2			
3			
4			
5			
O/A	Co-Driver	Club	Points
1			
2			
3			
4			
5			

### Historic Road Rally Challenge

O/A	Driver	Club	Points
1			
2			
3			
4			
5			
O/A	Co-Driver	Club	Points
1			
2			
3			
4			
5			

### Sprint & Hillclimb Championship

O/A	Driver	Club	Points
1			
2			
3			
4			
5			

### Allrounders Championship

O/A	O/A Driver	Club	Points
1			
2			
3			
4			
5			
O/A	Junior (U25) Driver	Club	Points
1			
2			
O/A	Driver - 1000cc	Club	Points
1			
2			

### Inter-Club Championship

O/A	Club	Points
1	Rhyl & DMC	17
2	Knutsford & DMC	10
3	Bala & DMC	10
4	C&A MC	9
5	Clwyd Vale MC	8
6	Whitchurch MC	8
7		
8		
9		
10		

### Marshals Championship

O/A	Marshal	Club	Points
1			
2			
3			
4			
5			
6			
=7			
=7			
9			
10			

## Championship Standings

In Brief : Updated  
go to <http://anwcc.co.uk>

### Glynne Edwards Memorial Championship

O/A	Club	Points
1		
2		
3		
4		
5		
6		
7		
8		

### Ladies Rally Championship

O/A	Driver	Club	Points
1			
2			
3			

O/A	Co-Driver	Club	Points
1			
2			
3			
4			
5			

### Three Sisters Rally Challenge

O/A	Driver	Class	Points
1			
2			
3			
4			
5			

O/A	Co-Driver	Class	Points
1			
2			
3			
4			
5			



## ASSOCIATION OF NORTH-WESTERN CAR CLUBS

# www.anwcc.co.uk

REGIONAL CHAMPIONSHIPS FOR CLUB COMPETITORS  
(open to members of all ANWCC member clubs)  
**LOGON TO THE WEBSITE FOR FULL INFORMATION**

SUPPORTED BY









## race retro

INTERNATIONAL HISTORIC MOTORSPORT SHOW

22-24 FEB 2019  
STONELEIGH PARK

POWERED BY **MOTORSPORT**




## Border Reivers

# April 7th

[www.caledonianmsc.freeuk.com](http://www.caledonianmsc.freeuk.com)



## THE LONDON CLASSIC CAR SHOW

14-17 FEB 2019  
EXCEL LONDON

A MOVING  
SHOWCASE OF  
THE WORLD'S  
FINEST CARS



# 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  
US ... FOR LATEST UPDATES  
CHECK OUT THE WEBSITE

[www.anwcc.co.uk](http://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](http://www.anwcc.co.uk) "Regulations" page, or copy available on request – tick here ☐ and copy will be sent.

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

Name	
Address	
<b>BLOCK CAPITALS, PLEASE!</b>	
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 <a href="http://www.anwcc.co.uk">www.anwcc.co.uk</a> 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	£	
<b>TOTAL ENCLOSED</b>		<b>£</b>

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](mailto: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](http://www.anwcc.co.uk)

*Thank you for registering!*

Motorsport North West

# **Legend Fires**

## **North West Stages**

### **Saturday 23<sup>rd</sup> March 2019**

Motorsport North West can now confirm that they plan to run the Legend Fires North West Stages on Saturday 23<sup>rd</sup> 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

## **DANGEROUS VIRUS**

**Called**  
**Weekly Overload Recreation Killer**  
(WORK)

Is currently going around.

If you come in contact with the WORK Virus, you should immediately go to the nearest 'Biological Anxiety Relief' (BAR) centre to take at least one of the acknowledged antidotes known as

1. Work Isolating Neutraliser (WINE)
2. Radioactive Un-work Medicine (RUM)
3. Bothersome Employer Eliminator Re-booter (BEER)
4. Vaccine Official Depression Killer Antigen (VODKA)

Other antidotes are currently being researched

## **Clitheroe & DMC**

# **Primrose Trophy**

## **Navigational Road Rally**

### **27<sup>th</sup>/28<sup>th</sup> April**

approx. 140 miles on  
**O/S Maps 97 & 98**

**Regs available**  
**Beginning of March**  
**[www.clitheroedmc.co.uk](http://www.clitheroedmc.co.uk)**

  
**VOXcloud** <sup>®</sup>  
**Hosted Business Phone System**

**[voxcloud.co.uk](http://voxcloud.co.uk) / 0333 002 0000**





## Sunday 14th April

Start & finish is at the Millstones west of Harrogate on the A59 HG3 2LT.

The route is 148 miles on maps 99 and 104 with twelve tests, nine are on sealed surfaces, two on gravel and one on mixed surface.

The navigation on the nine regularity sections will consist of tulips, spot heights, grid lines, map features and a jogularity with a mix of pre-plot issued at signing on and on the event at the MTC's.

On line entry via the website [www.jubilee-rally.org](http://www.jubilee-rally.org) opens on 12th January.

**You can contact the Entries  
Secretary Sheena Tullie on  
01274 810916 (after 16:00)  
or [info@jubilee-rally.org](mailto:info@jubilee-rally.org)**



This year the event uses a well known Army base for tests and regularities



# Hexham & DMC

**extratimegifts**  
*It's never too late for the perfect gift*

## 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](mailto:ChiefMarshal@hexhammotorclub.co.uk)**

**I know that the following Championship is Not an SD34MSG Championship  
Nor is it an ANWCC Championship or ANCC or even a NESCR0 Championship  
But at least one organisation is doing the right thing and organising a  
TARGA Championship and that the organising Clubs are not just out to artificially  
Boost their Membership as well as cream more dosh from competitors  
As far as I am concerned it's a BIG Well Done to Cotswold MSG  
and the Clubs involved.**

**I wish all the Clubs and CMSG all the best**

## **The 2019 Cotswold Motor Sport Group Targa Road Rally Championship is here!**



The Championship Registration was submitted to Motorsport UK on Christmas Eve. The whole process of putting this new Championship together took much longer than anticipated, but the original concept still exists. We even have Championship Supporters:

**Long standing CMSG Supporters, BP Motor Bodybuilders and Engineers [www.bpmotors.com](http://www.bpmotors.com)  
and  
Rally Preparation Services [www.rpsrally.com](http://www.rpsrally.com)**

The emphasis for the Championship is the same as the original concept – to assist Newcomers and Young Drivers to progress from local events to regional Championships and beyond.

The Championship is also relevant for more experienced Competitors, especially those who want to do fewer events/ more choice/less cost.

Three rounds to count and one of those can be Marshaling/Organising, we want to see greater Marshal support for events. If you retire on an event you'll at least receive starting points

There's even a special award for the best Novice on the single venue events, so somebody can come out in a standard car and achieve something.

The best Under 25 Driver and Navigator also have their own Championship awards.

We've kept the Championship simple for the first year, but as events establish themselves and new events appear, the Championship will progress. I have ideas for 2020 and I'd really appreciate all your feedback for this Grass Roots Championship. All thoughts appreciated. The prize R5 drive may have to wait until 2021

**The Draft CMSG Yearbook and Regulations can be found at:  
<http://www.cmsg.co.uk/CMSGYB2019%20in%20Progress.pdf>**

It's possible we might have to make some changes after Motorsport UK review, but there's no surprises in the technical regulations.

The Championship starts with the Bath Festival (entries open now), then the two single venue events. A Novice could Marshal on the Bath Festival to learn about Targas, then enter the two single venue events in essentially a standard car to be in the running for an award. Those Novices can then equip themselves for the other three rounds if they see fit, where a rear cage and harnesses are required.

Of course established Competitors have a choice of all six events to plan their minimal three event year, including Marshal points (equivalent to second in class).

**You can find the Championship Registration Form at:  
<http://www.cmsg.co.uk/CMSGCC%20MemForm%202019.doc>**

**See you out there in 2019.**

### **Events:**

Round	Date:	Club:	Event Name:	Type
1	02/03/19	Bath	Festival Rally	MV
2	12/05/19	Bath	Kemble Targa	SV
3	11/08/19	Ross	Hatsford Targa	SV
4	22/09/19	Devizes	Devizes Targa	MV
5	26/10/19	Tavern	Exmoor Targa	MV



**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



www.pro-rally.co.uk

**Clitheroe  
& District  
Motor Club**



**Jack Neal  
Memorial Stages**

**Blyton Park**

**9th February 2019**

**Regs**

**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](mailto:sales@adgespeed.co.uk)



**aframe  
engineering**

Higherford Mill,  
Gisburn Rd,  
Barrowford,  
Nelson  
BB9 6JH  
**01282 690184**

**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](mailto:fsacnct@yahoo.co.uk).

or by phoning on **01228 530555**

Myke Pocock Chief Marshal



**QUESTMEAD LTD**  
Stages

  
**three sisters**  
CIRCUIT

**March 3rd**

Warrington & District Motor Club welcome you to the inaugural Questmead Stages Rally. A new venture for the club at a long standing single stage rally venue. With the help of local club members from Wigan MC and the surrounding area we plan to bring you a slick run event on 100% tarmac surfaces over 12 stages and approx 26 miles.

Thank you to our sponsor 'Questmead' for their support and Three Sisters Circuit management for their help with the event. From all of us we hope you have an enjoyable days motorsport.

## **A Round of the following Championships :**

- Junior 1000 Rally
- ANWCC Stage Rally
- ANWCC All-Rounders
- SD34MSG Stage Rally
- SD34 MSG Inter-Club League
- 6R4.com 3 Sisters Challenge

The Entry Secretary is

Helen Fox,

41 Elgin Av.,

Ashton in Makerfield, Wigan WN4 ORH.

Tel: 01942 715653 (between 1900hrs -21.00hrs)

or text only to 07902017494

or email to: [helen.e.fox@btinternet.com](mailto:helen.e.fox@btinternet.com)

**REGS**

<http://www.warringtondmc.com/>

<https://www.rallies.info/>

# **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.**





# PRESCOTT SPEED HILL CLIMB EVENT DIARY 2019

Home of the Bugatti Owners' Club



prescott-hillclimb.com

## EVENTS 2019

### APRIL

**SATURDAY 27 & SUNDAY 28**  
British & Midland Championships

### MAY

**SUNDAY 12**

Classics at Prescott

Organised by the Rotary Club of Cheltenham Cleeve Vale

**SATURDAY 25 & SUNDAY 26**

La Vie en Bleu / La Vita Rossa  
and 90th Anniversary Celebration

### JUNE

**SUNDAY 2**

Friends of Prescott/International Rally Day

**SUNDAY 16**

Prescott Bike Festival

Organised by the Severn Freewheelers

**SATURDAY 22**

Porsche at Prescott

**SUNDAY 23**

Midland Championship

### JULY

**SATURDAY 6**

Bugatti Festival & Members' Meeting

**SATURDAY 20**

Pre War Prescott

Organised by the Vintage Minors Register

### AUGUST

**SATURDAY 3 & SUNDAY 4**

VSCC Weekend

Organised by the Vintage Sports Car Club

### SEPTEMBER

**SATURDAY 7 & SUNDAY 8**

British & Midland Championships

**SATURDAY 28**

VSCC Prescott Long Course Hill Climb

Organised by the Vintage Sports Car Club

### OCTOBER

**SATURDAY 5 & SUNDAY 6**

American Autumn Classic

Watch our website for event news and advance ticket information.



@GL529RD



01242 673136

prescott-hillclimb.com

## Hexham & DMC John Robson & Hexham Historic Rallies 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
- NESCR0
- ANWCC Historic

## Regs

www.hexhammotorclub.co.uk

## Marshals Needed

ChiefMar-  
shal@hexhammotorclub.



**SHELSLEY WALSH**  
speed history : future records

## MOTORSPORT EVENTS DIARY 2019



### HILL CLIMB DATES

May 4-5th

#### SPEED INTO SPRING

A round of the Midland Hill Climb Championship

June 1-2nd

#### BEST OF BRITISH

Rounds of the British & Midland Hill Climb Championships

June 15th - 16th

#### CLASSIC NOSTALGIA

Pre 1980 cars, Club Championships & Demonstrations

July 6th

#### REG PHILLIPS TROPHY MEETING

Club Championships

July 7th

#### VINTAGE MEETING

Cu promoted with the VSCC

July 27th

#### OPEN TEST DAY

Non competitive event

July 28th

#### SUMMER SPREE

Club Championships

August 10th - 11th

#### CHAMPIONSHIP CHALLENGE

Rounds of British & Midland Hill Climb Championships

Sept 21st & 22nd

#### AUTUMN SPEED FINALE

Club Championships

#### TICKET INFORMATION

Practice Day £10 | Competition Day £20  
Weekend from £24 | Classic Nostalgia & VSCC £25  
Summer Spree £10 per car

Under 16s free.  
Car Club & advanced discounts are available.  
Includes parking, access to Paddock & seated enclosures.



shelsleywalsh



## ENJOY THE GLORY DAYS OF MOTORSPORT

15th & 16th June 2019

Two-day motorsport festival  
featuring competition for  
pre-1980s cars, demonstrations,  
parades, displays, Concours  
d'Elegance, live music,  
entertainment & food.



Stratstone

PETER JAMES

WILSON

MD

OFFICIALS

Octane

advance tickets available at:

shelsleywalsh.com/classicnostalgia

Stratstone

PETER JAMES

WILSON

MD

OFFICIALS

Octane

shelsleywalsh.com





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**

## **Principle Guest Craig Parry**



**M-SPORT**

**WRC**  
FIA WORLD RALLY  
CHAMPIONSHIP

**2**





# 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**



# BW



**ELECTRICAL AND MECHANICAL  
INSTALLATION & MAINTENANCE**

**Tel : 01282 696953**

**Mobile : 07711 791631**

**Email :**

[barry.wilkinson80@ntlworld.com](mailto:barry.wilkinson80@ntlworld.com)

ELECTRICAL INSTALLS AND MAINTENANCE, PNEUMATICS,  
HYDRAULICS, PAT TESTING, DATA CABLES.  
DOMESTIC, INDUSTRIAL AND COMMERCIAL.



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](http://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](http://www.twopeaksmotorclub.uk)
- To go on our mailing list for Regulations and Entry Form please email the Tour at: [info@twopeaksmotorclub.uk](mailto:info@twopeaksmotorclub.uk)













Tour of the Peaks 2018



CHATSWORTH



OIL CAN CAFE  
AT THE CARDING SHED

For further information about Two Peaks Motor Club email us at: [info@twopeaksmotorclub.uk](mailto:info@twopeaksmotorclub.uk)

Autumn 2018 Join Us





Garstang and Preston Motor Club



Tilemaster Adhesives Lee Holland Stages Rally 2019



Pendle District Motor Club

Pendle District Motor Club and Garstang & Preston Motor Club  
**Lee Holland Memorial Trophy Rally**  
**SUPPORTED BY TILEMASTER ADHESIVES**



Picture courtesy of - Duncan Little 01248 430015 (Official event photographer)

Anglesey Circuit, Anglesey  
 17<sup>th</sup> March 2019



Motorsport News Circuit Rally Championship 2018/19 (in association with MSVR),  
 Michelin Cup 2018/19

ANWCC Stage Rally Championship  
 ANWCC North Wales Stage Rally Challenge 2019

ANWCC Ladies Rally Championship 2019

ANWCC Allrounders Championship 2019

ANCC Tarmac Stage Rally Championship 2019

SD34 MSG Stage, Individual & League Championships 2019 (Supported by Gazzard Accounts)

## And at Last

The Paddock is Surfaced with Macadam



A frog goes into a bank and approaches the teller. She can see from her nameplate that her name is Patty Whack.

"Miss Whack, I'd like to get a £30,000 loan to take a holiday."

Patty looks at the frog in disbelief and asks her name. The frog says her name is Tabatya Kermit- Jagger, her dad is Mick Jagger, and that it's okay, she knows the bank manager.

Patty explains that he will need to secure the loan with some collateral.

The frog says, "Sure. I have this," and produces a tiny porcelain elephant, about an inch tall, bright pink and perfectly formed.

Very confused, Patty explains that she'll have to consult with the bank manager and disappears into a back office.

She finds the manager and says, "There's a frog called Tabatha Kermit-Jagger out there who claims to know you and wants to borrow £30,000, and he wants to use this as collateral." She holds up the tiny pink elephant. "I mean, what in the world is this?"

The bank manager looks back at her and says, "It's a knickknack, Patty Whack. Give the frog a loan. Her old man's a Rolling Stone."



TRUMP TO THE LEFT OF ME,  
 BREXIT TO THE RIGHT







## FUCHS LUBRICANTS Classic Mini Challenge

**FUCHS LUBRICANTS** in association with **Clitheroe and District Motor Club** are pleased to announce a new championship for classic minis. It has been formed to fill a void left by other championships, coordinator Chris Woodcock has devised a format with simple class structure and the highest quality asphalt rallies around the United Kingdom, for contenders to demonstrate their skills and abilities. He has been very fortunate to obtain support from lubrication technology leader **FUCHS LUBRICANTS**, their support will assist the running costs of the **championship, Sally Travis – Marketing Manager of FUCHS LUBRICANTS** - said 'We're pleased to be title sponsor to the Classic Mini Challenge - we have a long history in motorsport and our proven products are demanded by everyone from clubman competitors to professional race teams. This opportunity will give **FUCHS LUBRICANTS** a wider involvement in the classic car sector and we wish all competitors the best of luck for the coming season and thank the organisers for their good work.

Further support has been achieved from other Mini & motorsport related businesses who are providing products to award as prizes in the championship or services to championship contenders.

### QUALIFYING EVENTS

- 9th Feb**     **Jack Neal Rally**  
Lincolnshire Single Venue Airfield
- 10th March**   **Tour of Epynt**  
Mid Wales Military Ranges
- 21st April**    **Warcop Stages**  
Cumbria Military Ranges
- 10th May**     **Manx National**  
Leg 1 Isle of Man Closed Road
- 11th May**     **Manx National**  
Leg 2 Isle of Man Closed Road
- 20th July**     **Down Rally**  
Northern Island Closed Road
- 4th August**   **Solway Coast Rally**  
Southern Scotland Military Ranges
- 28th Sept**    **Patriot Stages**  
South East Wales Single Venue Military

Contact:

### CHAMPIONSHIP COORDINATOR

**Chris Woodcock**  
**07973 830695**

[chris@classicminichallenge.co.uk](mailto:chris@classicminichallenge.co.uk)

*There is still time for  
The SD34MSG Road Rally Competitors  
To send your vote for  
'The Best SD34MSG Road Rally of 2018'  
Send to  
[steven.butler9@btinternet.com](mailto: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

## VOLUNTEERS WANTED

BE A PART OF TEAM 2019

**RADIO OPERATORS**

**TIMEKEEPERS**

**MARSHALS**



**Manx Auto Sport** will be visiting  
the Holiday Inn Express, Haydock  
**Sunday 3 March 2019**  
**10:30 - 15:30**

Come and speak to a member of the team to  
discuss Volunteer Packages and about  
volunteering on the Isle of Man.

# 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 (Gemini32) 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**

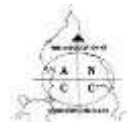
*& if I have left you out of the above credits,*

**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** **Wednesday** **20<sup>th</sup> March**

**8-00pm,**  
**Poachers, Bamber Bridge**  
**PR5 6BA**  
**Near Junction 29 of the M6.**

## **ANCC**



**Monday 8th April**

**Cleckheaton Sports Club, BB19 3UD**

Just off Chain Bar Roundabout ,  
Junc 26 of the M62

**[www.ancc.co.uk](http://www.ancc.co.uk)**



**Tuesday February 12<sup>th</sup>**

**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 29<sup>th</sup> of January**  
**which is due out on**

**Thursday the 31<sup>st</sup> January**  
**PLEASE Email Reports etc. ASAP**  
**to**

**Maurice Ellison at :**

**[sd34news@gmail.com](mailto: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**