

March 2019 spotlight



**Hexham & DMC
John Robson Rally**

*Photo Courtesy of
Jez Turner*

www.sd34msg.org.uk

Volume 10 : Issue 3: March 2019 : Maurice Ellison

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Winner of the 2018 John Easson Award

2300 Club are pleased to announce the winner of the 2018 John Easson Award. Lincolnshire driver George Lepley was chosen as the winner of this year's prestigious award which is worth a total prize fund of £6,000.

This year we had a total of 17 Candidates for the award consisting of 15 Drivers and 2 Co-Drivers. The JEA subcommittee met on the 14th November to review the applications and pick our 3 finalists.

- **George Lepley (Lincolnshire)**
- **Ewan Tindall (Newcastle upon Tyne)**
- **Finley Reton (Blairgowry Scotland)**

The final was held Friday 23 November at the Tickled Trout Hotel. The selection panel this year was 2300 Club members Clive Molyneux, Ian Grindrod, Bury Rally Driver and local Businessman John Cope, and our 2017 JEA winner Tommi Meadows.

Every year the team are faced with a difficult task to choose the eventual winner, and this year was no exception, all 3 candidates gave a good account of themselves on why they should receive the coveted JEA.

However one candidate stood out from the other two and it was a unanimous decision by the panel to award the prize to George Lepley.

George first applied for the JEA in 2014 and had made it through to the final on two previous occasions but narrowly missed out on the prize, but he persevered and came back for yet another attempt at winning the JEA, and his drive and enthusiasm shined through and he certainly impressed the whole team enough to take the prize this year.

We all agreed we think he will be a good ambassador to carry the JEA forward.

2300 Club would like to thank all candidates who applied for this year's award.

Allan Durham

2300 Club John Easson Award Scheme Manager



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 Radios** : **Bill Wilmer**
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
Mark Wilkinson - secretary@nwstages.co.uk

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or Steve Johnson for more details

Steve Johnson

07718 051 882 steve.amsc@gmail.com

Les Fragle 01995-672230 les.fragle@gmail.com

Maurice Ellison 07788-723721 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 : Gary Evans
Email : garydotevans@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 : Ben Donaldson
Email : bendonaldson@gmail.com
Tel. :
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



Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
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O/A	Co-Driver	Class	Pts	Club
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Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
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1`	Kris Coombes	E	25	Preston MC	2
2	Stan Featherstone	E	24	Clitheroe	2
3	Dan Sedgwick	E	23	Clitheroe	2
4	Danny Cowell	E	19	G&PMC	2
5	David Pedley	S/E	16	Clitheroe	2
6	Mark Johnson	E	12	Clitheroe	2
7	Jem Dale	E	11	G&PMC	1
= 8	Paul Pendleton	S/E	10	Clitheroe	2
= 8	Ben Mitton	N	10	Clitheroe	2
= 10	Paul Turton	S/E	9	Clitheroe	1
= 10	Dominic McTear	E	9	Clitheroe	1
= 12	Charles Andrews	N	7	Preston MC	1
= 12	Stephen Holmes	S/E	7	Clitheroe	2
13	Chris Hewlett	S/E	6	Clitheroe	1
14	John Gribbens	E	4	Clitheroe	1
15	Ian Swallow	N	3	Bolton	1

O/A	Navigator	Class	Pts	Club	Rds
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1`	Louis Baines	E	24	Preston MC	2
2	Sasha Heriot	E	23	Clitheroe	2
3	Sam Ambler	E	22	Clitheroe	2
4	Garry Evans	E	16	Matlock	1
= 5	Rob Jones	E	15	Clitheroe	1
= 5	Grace Pedley	S/E	15	Clitheroe	2
= 7	Steve Butler	E	11	Clitheroe	2
= 7	James Chaplin	E	11	G&PMC	1
= 9	Mark Shepherd	E	10	Preston MC	1
= 9	Levi Nicholson	N	10	Clitheroe	2
11	Jonathon Webb	E	9	Hexham	1
12	John Turton	S/E	8	Clitheroe	1
13	Danny Cookson	N	7	Preston MC	1
14	James Squires	N	6	Clitheroe	2
15	Matt Hewlett	S/E	5	Clitheroe	1
16	Terry Martin	E	4	Clitheroe	1
17	James Swallow	S/E	3	Bolton	1
18	Harris Holgate	S/E	1	Clitheroe	1

Following Hexhams John Robson Rally

Individual Championship

O/A	Competitor	pts	Q	Club
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U18 Championship

O/A	Competitor	pts	Club
1	Jessica Crawley	46	Warrington
2	Matthew Nicholls	29	U17MC
3	James Robinson	20	U17MC
4	Joseph Cropper	15	U17MC
5	Daniel Millward-Jackson	7	U17MC

Non Race/Rally Championship

O/A		Class	Score	Club
1	Andy Crawley	A	49.73	Warrington
2	Jessica Crawley	A	46.60	Warrington
3	Scott McMahon	A	40.31	U17MC
4	Chris MacMahon	A	39.56	U17MC
5	Andy Williams	A	30.32	U17MC
6	James Williams	A	30.13	U17MC
7	Lauren Crook	C	29.29	U17MC
8	Joe Mallinson	B	21.94	A&PMCC
9	David Goodlad	B	19.89	Bolton
10	Stephen Holmes	B	19.76	Clitheroe
11	Steve Johnson	A	19.50	U17MC
12	Gary Sherriff	B	19.13	Bolton
13	Elliott Shaw	B	17.79	Clitheroe
14	Gary Ross	A	17.43	A&PMCC
15	Phil Clegg	E	16.96	Accrington
16	James Robinson	A	10.71	U17MC
17	Andrew Robinson	A	10.41	U17MC
18	James Swallow	B	10.16	Bolton
19	Warren Nicholls	A	10.07	Bolton
20	John North	C	10.01	Bolton
= 21	Dave Graves	B	10.00	Bolton
= 21	Alec Tunbridge	E	10.00	Bolton
23	Adrian Fruzynski	D	9.70	Accrington
24	Ian Swallow	B	9.65	Bolton

Sprint & Hillclimb Championship

O/A	Competitor	Score	Class	Club
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MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Jack Mather	40	Bolton	Y
= 2	Maurice Ellison	27	Clitheroe	N
= 2	Tim Millington	27	Warrington	N
= 4	Dave Barratt	20	Accrington	N
= 4	Jo Evers	20	Bolton	N
= 4	Gary Sherriff	20	Bolton	N
= 4	Robin Turner	20	Bolton	N
= 4	Eric Wilcockson	20	Bolton	N
= 9	Robert O'Brien	17	Warrington	N
= 9	William O'Brien	17	Warrington	N
10	John Harden	14	Liverpool	N
= 11	Martin Beamish	10	Bolton	N
= 11	Steve Beamish	10	Bolton	N
= 11	Dave Graves	10	Bolton	N
= 11	Alex Brown	10	Bolton	N
= 11	Stephen Mather	10	Bolton	N
= 11	Ian Swallow	10	Bolton	N
= 11	Victoria Swallow	10	Bolton	N
= 11	Leah Brown	10	Clitheroe	N
= 11	Alivia Corps	10	Clitheroe	N
= 11	Dan Fox	10	Clitheroe	N
= 11	Stephen Hardy	10	Clitheroe	N
= 11	Sam Mitton	10	Clitheroe	N
= 11	Paul Pendleton	10	Clitheroe	N
= 11	Sammy Ralph	10	Clitheroe	N
= 11	Elliott Shaw	10	Clitheroe	N
= 11	Phil Shaw	10	Clitheroe	N
= 11	Lewis Brindle	10	G&PMC	N
= 11	Anthony Brindle	10	G&PMC	N
= 11	Jonathon Cragg	10	G&PMC	N
= 11	Amanda Baron	10	Accrington	N
= 11	Alexander Baron	10	Accrington	N
= 11	Dominic East	10	Accrington	N
= 11	Steve Smith	10	Accrington	N
= 11	Tracey Smith	10	Accrington	N
= 35	Ian Clair	7	Liverpool	N
= 35	Andy Fell	7	Liverpool	N
= 35	Bill Gray	7	Liverpool	N
= 35	Phil Howarth	7	Liverpool	N
= 35	David Hunt	7	Liverpool	N
= 35	Adrian Lloyd	7	Liverpool	N
= 35	Geoff Maine	7	Liverpool	N
= 35	Judith Pegram	7	Liverpool	N
= 35	Robert Rankin	7	Liverpool	N
= 35	Brian Wragg	7	Liverpool	N
= 35	Alan Shaw	7	Pendle	N
= 35	Peter Wright	7	Pendle	N

46 Marshals have scored points

but only Jack Mather has qualified

Last up dated March 5th 2019

I might have missed the odd person or score

Will correct any errors when the Championship compiler next updates

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			

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2019 SD34MSG Under 18 Championship Registration Form

Name

Address

..... Post Code

e-mail Tel No Home

Mobile SD34 Nominated Club (1 only)

Age on 1st January 2019 DOB

Competitor Signature Date

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

Parent Name

Parent Signature Date

Parent Information (If different to above) Address

..... Post Code

e-mail Tel No Home

Mobile

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

SD34MSG Under 18 Championship Regulations

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

Scoring

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

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

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

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

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

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

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

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

2019 SD34MSG Championship Registration Form

Please register me for the SD34 Championships indicated below.

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

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

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

Please note all our (SD34MSG) Competitions are

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

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

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

Registration fees may also be paid by bank transfer to:

Lloyds Bank

Sort Code: 77-76-05

Account Number: 49052568

Please enter your full name as the reference

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

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

SD34MSG

Championship Classes for 2019

Non Race / Non Rally

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

Sprint & Hillclimb

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

Stage Rally

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

Road Rally

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

2019 SD34MSG Calendar : 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
10/11May	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		Fire training	Blackburn Services, M65 Jt 4
4-Aug	Sprint	Yes	Longton & Dist MC	Sprint 6	3 Sisters, Wigan
4-Aug	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 3	Blackburn Services, M65 Jt 4
4-Aug	Autotest	Yes	Under 17 MC NW	U17MC Autotest 1	Blackburn Services, M65 Jt 4
4-Aug	PCA	Yes	Under 17 MC NW	U17MC PCA 3	Blackburn Services, M65 Jt 4
17-Aug	Hillclimb	Yes	Pendle & Dist MC	Scammonden Dam Hillclimb	Scammonden Dam, Huddersfield
25-Aug	Autosolo	Yes	Bolton-le-Moors CC	Autosolo	Ormskirk
1-Sep	Sprint	Yes	Longton & Dist MC	Sprint 7	3 Sisters, Wigan
6-7 Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Prom
7-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree
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

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SD34MSG 2019 Championship Rounds by Discipline at a Glance

Road Rally Championship 2019

Date	Event	Organising Club
2 Mar	Tour of Cheshire	Knutsford & 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
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
3rd Mar	Questmead Stages	Warrington & DMC
17th Mar	Lee Holland	G&PMC & PDMC
23rd Mar	LFNW Stages	MSNW
14th Apr	SMC Stages	S061MC
10/11 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

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

U 18 Junior Championship

1st O/A	Matthew Nichols	Bolton le Moors
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Non Race - Non Rally

1st O/A	Jamie Foster	U17MC (NW)
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

1st O/A	Nigel Fox	Clitheroe & DMC
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

=1st O/A	Andrew Morris	Clitheroe & DMC
=1st O/A	Calvin Woods	Wigan & DMC
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

1st O/A	Chloe Thomas	Clitheroe & DMC
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

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

Road Rally

Drivers

1st O/A	Matt Flynn	Clitheroe & DMC
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

1st O/A	Rob Bryn Jones	Clitheroe & DMC
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

The Hayhurst Clitheronian Rally

Paul Buckel & Steve Butler : Clitheroe & DMC

Inter-Club League

1st O/A	Clitheroe & DMC
1st Division A	Bolton le Moors CC
1st Division B	Airedale & Pennine MCC
1st Division C	Longton & DMC

Brian Molyneux Award

Steve Kenyon

Garstang & Preston MC

Photos on Pages 16 & 17

REGISTER NOW FOR 2019

**SD34MSG 2018
AWARDS NIGHT**

**Friday 22nd February
Blackburn Rugby Club**

2018 SD34MSG Awards Night





Gavin Frew,

passed away on the 17th January 2019

In 1962 Gavin, along with a few close friends, decided to put leaflets out under car windscreen wipers, in the village of Longton asking for anyone interested in forming a motor club to attend a meeting in a local pub.

Sure enough, a small group attended the meeting and in doing so Longton and District Motor Club became a reality. It was registered with the RAC in the autumn and primarily with Gavin's drive and enthusiasm the club grew and developed.

Key personnel who helped him from the beginning included names many present members will not know - but Tony Bostock, Ed Hardman, and Ted Gardner were the ones under Gavin's guidance and between them forged the future for the sport in the area.

The black horse badge of the club came from the sign of the Black Horse pub on the Liverpool Road at Hoole, as a result of his moving our meeting place there, after outgrowing the original venue. Gavin was the first Chairman of the club and saw it take on car shows, autotests and 'plot and bash' road rallies.

His interest in the rally scene became a major part of his life. Clubs were clashing over dates so another idea of his was to form the SD34 Group of clubs to iron out the problem - it worked, and the Group is still going strong.

He also became involved with the Ford Motor Company's efforts to encourage local distributors to run rally departments, and he was taken on to run the Thomas Motors of Blackpool efforts in this field.

He also made it into F1 managing the Surtees team for a season. Although Gavin had drifted away from being able to attend the Longton club he presented it with a superb trophy on its 21st birthday - The Founders Cup which is still presented annually to date.

Over the years Gavin diversified into different ventures including tile companies (those of you old enough will remember the 'Lees for Tiles' SD34 Inter-Club League) and agencies for powerboats, spending a lot of time abroad.

Gavin was a moving force behind the Longridge Motor Racing Circuit which was initially used for Karting. At Gavin's instigation the track was widened and then used for sprints. His ultimate aim was to get full circuit racing there and this was accomplished when the RAC granted a licence to the track; initially entries were limited to 6 cars. Later entries were increased to 8 then ten cars with Formula Libre being a highlight. Finally motor cycle racing was allowed before the circuit finally closed.

Many of the Longton & DMC's early members and officials learned a great deal from Gavin and the organisation owes its existence to him.

Longton & DMC will be making a donation to the Rosemere Cancer Foundation, Royal Preston Hospital.



Clitheroe & District Motor Club



The Club Meets at 8-30pm

Every Tuesday

Waddington Sports & Social Club
Waddington, Nr Clitheroe BB7 3HW

M/R 103 / 731 437

Website : www.clitheroedmc.co.uk

Lancashire Automobile Club

2019 Calendar of



April 28th

St Georges Day Run

This year starting and finishing at Blackburn Northern Sports and taking the Lancashire Lanes out to Croston and Martin Mere before returning via Heskin Hall, Anglezarke and Pendle Hill.

Simple tulip navigation with supplementary written directions

May 18th

Fellsman

This year starting from the Black Horse at Old Langho with 'real' navigation.

Two levels or Road Book Novice or Expert - great fun for the navigationaly inclined!

June 9th

Manchester to Blackpool

Starting from Worsley Old Hall and finishing in Stanley Park Blackpool.

Some great 'new' roads along the way.

Simple tulip navigation with supplementary written directions

July 13th

Coast to Coast

Traditional start from the Midland Hotel in Morecambe but many miles of new route taking in the Trough of Bowland on its way to Dunsley Hall at Sandsend.

Simple tulip navigation with supplementary written directions

September 20th - 23rd

Highland 3 Day Tour

Taking in some fantastic countryside in the Scottish Highlands. Including an optional Day 0 this covers some 800 miles

Again with simple tulip navigation with supplementary written directions and incorporating a gymkhana along the way.

2019 Scatter Rally Series Championship Table Result Following Round 2 (February)

Drivers			Navigators		
O/A	Competitor	Pts	O/A	Competitor	Pts
1	Paul Pendleton	50	1	Sam Ambler	53
2	Ben Mitton	49	2	Harris Halgate	50
3	Matt Simon	43	3	Levi Nicholson	49
4	Dan Sedgwick	41	4	James Squires	43
5	Matt Hewlett	36	5	Alivia Corps	36
6	Phil Shaw	33	6	Elliott Shaw	33
7	Dominic Mactear	30	7	Connor Stubbs	18
=8	Tony Vart	23	8	Martin Daws	17
=8	Gareth Shepherd	23	=9	Jessica Redford	16
10	Stephen Holmes	17	=9	George Postlethwaite	16
=11	Paul Redford	16	11	Georgie Cotton	15
=11	Sam Coombes	16	12	Ben Williams	14
13	Steve Cotton	15	13	Will Melsome	13
14	Nick Bulmer	14			
15	Connor Stubbs	13			

Jack Neal Rally Forum



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 10th March

Sign on at 10:00 am onwards

1st Car Starting at 11am

Entries - John Rhodes : rhodesj3@sky.com

Garstang & Preston Motor Club

www.gpmc.org.uk



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

Liverpool Motor Club



Club members meet on the 2nd Tuesday of each month from 8.00pm at
The Unicorn Inn, 405 Cronton Rd,
Widnes, Cheshire WA8 5QF

Marshals wanted at Aintree

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

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

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

Interested?

Want to know more?

There's more information at
www.liverpoolmotorclub.com

or you can contact LMC's Chief Marshal Bill Gray

Via the Liverpool MC Website

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

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



WALLASEY MC

The Club Meets Every Monday
at 9-p.m.
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

AGM

Monday the 11th 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 4th March
 Monday 1st April
 Monday 7th October
 Monday 4th November
 Monday 2nd December

First of the 2019 Twilight Scatter Series



4th February

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 29th April
 GA 192 – Monday 20th May
 GA 194 – Monday 1st 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 3rd June
 GA 195 – Monday 5th August

Regulations

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

BRITPART

British Cross Country
Championship



Cross Country Championship to return

The Britpart British Cross Country Championship will return this season with a new management team in place. That's Motorsport Ltd have taken over the running of the championship, now known as the BXCC, and interest has been high from competitors with the entry list already nearly 70% full.

The championship will start in April at Walters Arena before rounds at Sweet Lamb, Forrest Estate, Bovington and Carno. Crews will return to Walters for the final round in October. Each round will be held over two days with an average of almost 100 competitive miles per event. The entry fee for the full season of six two-day events is £2,100. Regulations and entry details are available on crosscountryuk.org.

As well as the BXCC, That's Motorsport are also promoting the Hill Rally championship and there has been strong interest in this too with only 9 entries left at the time of writing. The Hill Rally championship comprises the only two UK hill rally events, the Welsh Hill Rally and the Scottish Borders. For more information please visit

thewelshhillrally.com

Songasport



The Welsh Hill Rally

17-19 May 2019

Hexham & DMC **JOHN ROBSON RALLY** 23/24 FEB 2019

After competing on this event last year with Nick Cooper in a borrowed (Neil Johnson) Daihatsu Sirion I put an entry in for this year's offering again with Nick.

I have always enjoyed events up in this part of the world and combined with the fact that my Rally of the test's navigator and mate, Ali Proctor is heavily involved in the running of the event I thought it only right we give it another go. Again, my long time mate, Neil Johnson was loaning his car, but an altogether more interesting thing in that it is Thierry Neuville's original Belgium Fiesta ST challenge car, and of course LHD, my first time competing sat in the left hand seat with a steering wheel rather than a map!!

We planned on travelling up with the rally car on the trailer and van of our employer, Bowker BMW, this started off not to well, as on the drive to Preston the engine light came on my road car. Loaded up we set off only to see the engine light come on the tow van! Otherwise we had an enjoyable and easy run up to the start which was based at Brockbushes farm just off the A69 near Corbridge, an excellent venue which also hosted trailer parking, food etc and the finish.

Noise and scrutineering passed without drama and we sat down for something to eat, with a text off Nick to say he was running late due to a puncture. Nick duly arrived and realised he didn't have his licence with him, after a few fraught minutes all was sorted. We retired to the car to do what plotting we had, and this seemed to go well. We had an hour to get from MTC1 to TTC2.

Competitive straight away with a 300 yard 'blat' to a junction left, 'long way' round the grass triangle with a code board. We seemed to spend a while reading the board but were soon on our way. We had a couple of issues nipping back to get info, road sign distances were used as well as code boards as route checks. By IRTC8 we were down in a lowly 28th, though Nick and myself were starting to get in the groove. Prior to the event I had driven the car for only an hour or so and was uncomfortable with it but after sorting my seating position out, it was transformed, and I really felt very comfortable with it, the LHD not an issue. The car is brilliant and handles superb, the Proflex suspension dealing with the bumpy long 150-160kph straights with ease!!

Petrol was reached with no problems apart from a noisy clutch release bearing. The petrol halt was well organised with half a dozen people running the pumps/marshalling. The marshals all night were brilliant, top notch, with a lot of familiar faces. Evidence of my growing confidence, with Nick doing a good job of 'calling', we had pulled up from 28th to 13th at this point, I was loving the car.

Unfortunately, we weren't destined to finish as a loss of clutch/drive less than ten miles from the end signalled our retirement, my first in years. A phone call to Neil who was out with his camera and we returned to the start to get the trailer and to recover the car, I was very disappointed to not finish in what was a brilliant rally, as evidenced by the superb entry they had received.

A long journey back in thick fog completed the weekend. The Fiesta should be repaired over the next few days ready for Neil and Nick on the IDMC 12 car in March.





Hexham & DMC
JOHN ROBSON RALLY
23/24 FEB 2019



Visit Conway CAMBRIAN RALLY

Top-three for Tommi in season opener

Clitheroe rally driver Tommi Meadows managed to chalk up a podium finish on the Cambrian Rally (16th February), despite a puncture in the closing stages.

Upgrading to a Swift Group supported Ford Fiesta R2 for this year's BTRDA R2 Rallye Cup, the 19-year-old was able to set a competitive pace from the get-go. After three special stages within the forests of Clocaenog, Alwen and Elsi, Meadows and co-driver Emma Morrison returned to the halfway service third in their class and just behind the similar car of Perry Gardener and Keaton Williams. As well as kicking off the 2019 BTRDA Rally Series, the Cambrian Rally also played host to the first round of the British Rally Championship. Because of this, a bumper entry of 4WD 'R5' rally cars ran towards the head of the field which caused some of the afternoon stages to become quite rutted.

"It's not easy in these conditions because there are big rocks in the road and the surface becomes looser," explained Tommi.

"We just picked our way through Elsi and Gwydir to try and avoid damaging the car or getting any punctures."

Despite the car running without issue all day, disaster struck on special stage 6 when the Fiesta R2 struck a large rock on the line mid-corner, causing a front right puncture. Despite carrying as much speed as possible through the remaining corners, the crew still lost around 54 seconds which thwarted any chances of climbing up the leaderboard.

A confident second run through Clocaenog in fading light allowed Meadows and Morrison to hold on to 3rd in class (of 10 starters) and 30th overall (of 97 starters) by the time they reached the finish back in Llandudno.

"We're happy to come home third in class and I'm just glad that the puncture didn't drop us further down the leaderboard," said Tommi post-event.

"We've put some good points on the board to get the season started and hopefully they will count later on in the year. I'd like to say a big thanks to Gareth Hooper for making sure that the little Fiesta didn't miss a beat all day, as well as Swift Leisure Group for their support in letting me use the car."

The team will now re-prepare the car ahead of round 2, the Malcolm Wilson Rally in Cockermouth on March 9th.



Photo Courtesy of Paul Mitchell



Photo Courtesy of Andrew Shepherd



Photo Courtesy of Carl Levoid

Visit Conway CAMBRIAN RALLY

Edwards Ecstatic to land BRC Victory

The 2019 Cambrian Rally would combine the opening rounds of both the BTRDA and British Rally championships with runners in the latter National A event intriguingly set to complete an additional 3 stages in the dark.

A healthy contingent of latest spec R5 machinery at the sharp end of the entry list had added additional excitement to the North Wales based event, which included 2 M-Sport entered Fiesta's for FIA Priority 2 seeded Chilean brothers Pedro and Alberto Heller.

It was another M-Sport Fiesta in the hands of 2018 BTRDA and BRC champion Matt Edwards that again proved to be the class of the field however. In a field stacked with quality, David Bogie and Tom Cave, would prove his closest challengers but whilst both claimed stage wins neither could match Edward's consistency, with the Swift backed Ford man (co-driven by Patrick Walsh) going on to claim victory by 26.5 seconds. Edwards's later describing success on his home turf as a dream come.

Cave's challenge would infact come to an unfortunate late end; despite completing the full stage mileage, the unlikely misfortune of suffering 3 punctures over the final loop of stages left the Welshman unable to attempt the final road section, allowing Bogie to claim the runner up position in his Fabia, and the similar machine of Northern Irishman Martin McCormack to round out the podium positions.

Behind, Peugeot 208 crew, James Wilson & Arthur Kierans claimed a hotly contested BRC Junior category victory which saw the top five runners separated by just 30 seconds! Gaining the lead in stage 5, Wilson and Kierans managed to hold off a fast recovering Will Creighton (puncture delayed) over the final few stages to take class honours by less than 2 seconds!

In the National B event meanwhile, Euan Thorburn made a winning return to action in his WRC Focus. Benefiting from a healthy lead developed over the morning loop, he and co-driver Paul Beaton had just enough in hand to nurse their misfiring Ford to Goldstar glory, with the Fiesta WRC of Charlie Payne and Carl Williamson a close second.

Perhaps benefiting from a return to running first on the road, it was runners from the 1400 and historic classes that would fill the Silver Star podium positions. 2018 Champion, George Lepley switched to RWD machinery for the Cambrian and, co-driven by Arwel Jenkins, duly shone in Barry Jordan's historic spec 8v Avenger, ending the day in a phenomenal 13th position overall and in turn claiming historic honours by over 40 seconds from the BDG powered Escort of Hugh Hunter!

2018 class winners Chris Powell and Jim Lewis, again topped the 1400 time sheets; the Sunbeam crew catching and passing 2019 Champion Dave Brick over the damp afternoon stages to claim a hard fought 2nd overall in the Silver Star category. With the final step of the 2WD podium just reward for a strong drive by Brick.

Elsewhere, Lancer Evo 9 crew, Pat Naylor and Ian Lawrence, were first home in the showroom category with 4th overall whilst Ian Bainbridge and Daniel May claimed B13 victory with an excellent 5th in their very nicely turned out Subaru Impreza.



Report & Images : Paul Commons Motorsport



Anglia Motorsport Club

Snetterton Stage Rally

A month after sitting in with Steve Dolman at Brands Hatch we were on the road again, this time to Snetterton. It was my first time in Norfolk and after a pleasant Friday afternoon journey I arrived at the circuit just in time to help the team unload the three mx5's and get them through scrutineering. This was followed by a quick check in at the B&B in Diss, and then onto the main event: The Friday Evening Carvery! Having won the competition for most highly stacked plate, I was more than ready for bed about 3 pounds heavier as 10pm approached.

An early start on Saturday, myself and Steve headed to the circuit and before we knew it we were sitting on the start line for Stage 1. From the off it was evident that Steve was well on form, the first stage seemed to fly by and despite some understeer into the tighter corners we were 23rd overall (but still 11th in a very competitive Class C for 2 wheel drive cars up to 2 litre). The good form continued for the next few stages, while our teammates Paul Sheard/Bruce Lindsey and Geoff Gouriet/Toby Marshall were top of their classes. In between stages it great to watch the infield section of the stages with a massive crowd where the top guys were showing us all how it should be done. It was also great to see loads of children with their parents enjoying the action, and I really enjoyed chatting to the families who were keen to sit in the drivers seats in between stages. Very friendly bunch in East Anglia!

Into the afternoon and after some decent lunch, we were ready to go again on Stages 4 and 5, this time running the correct way around the circuit. These two stages were very fast again from Steve. We avoided someone else's bodywork at a chicane and collected some oil from a car in front who was having engine issues which kept us on our toes into some of the high speed corners. I made a slight error on one of the stages after losing my spot on the map, coming over a blind crest which saw Steve just about make one of the corners (using a bit of the grass) while on opposite lock. One for the crowd I guess!

However, the end of the rally came two stages early for us. At the end of Stage 6 and into the spectator section, we exited the very tight hairpin a fraction wide. This saw us clip the kerb on the outside of the track with the front wheel. Unfortunately this sent us across the track head on into a concrete rhino barrier at about 40mph. We managed to reverse out of the barrier and complete the stage at a snail's pace, despite the bonnet obscuring our view. We stepped out of the car at time control, and it was obvious our day was over. Heavy front end damage to the bumper, bonnet, windscreen, radiator and sump shield (although due to the angle of impact not one light was smashed!). It was frustrating for Steve yet again as we were up in around 21st position overall at the time, but one of those things. Neither of us were hurt and luckily the car wasn't too bad.

We spectated the last two stages which saw Paul Sheard win Class B despite misfire issues meaning he had to crawl around the last stage, and Geoff Gouriet win Class MX5. Chris West was on fire once again with a win overall and Class D. Thank you to all the organisers, marshals, competitors and spectators for another cracking event. Next up Donington Park. Credit to SMJ and MC Motorsports for the photos.'



Another Busy season ahead for Three Sisters

Three Sisters has a busy season ahead, our local circuit which celebrated its 40th Anniversary last year, has a packed calendar of motorsport events in 2019.

The Motorsport UK licenced 1.5km circuit which was completely resurfaced recently has attracted new Clubs this year including the Bolton Le Moors Car Club who are running Autosolo and PCA events, the Warrington Motor Club who are organising a Rally Stage and the BARC Midlands Centre who have included rounds of their Sprint Championship, this is in addition to the Single Stage Rally events held by Wigan Motor Club and the Longton & District Motor Club Sprint events.

Circuit Director Chris Pullman said "we are also particularly pleased that our host Kart Club the MBKC (Manchester & Buxton Kart Club), who already promote monthly race meetings, have been awarded a round of the 2019 IAME British Kart Championship for Senior IAME X30, Junior IAME X30, Mini X30 and IAME Cadet. This is the first time that a major British Karting Championship has visited the venue for quite a few years. In addition to this, other major karting circuit championships are returning to Three Sisters this year. We have continued to improve the facilities over the last 12 months, recently refurbishing the Clubhouse and laying a 4510 sq mtr area of asphalt in the paddock which is ideally suited for specialized motorsport events such as auto-tests. It is also ideal for under 17 driving, radio control cars, skid cars, drift schools and the teaching of basic motorcycle riding skills".

Managing Director Bill Sisley commented "I've always believed in grass roots motorsport and Three Sisters has a spectator calendar that offers a whole range of 2 and 4 wheel action. This includes events for cars, karts, supermoto, minimoto, buggies, bikes (modern, classic and vintage) and last but not least drifting, which is one of the major growth areas in the North West. In partnership with the RDX Drift Academy, a new Drift School will be operating from Spring onwards at Three Sisters.

This is now a seven day a week facility and with our floodlights we can also run into the night. We have karts available for hire for all adults ages 16+ and Arrive & Drive and group karting. Over the last year my Kart School (ages 8-15 years) has moved its base to Wigan and late last year we expanded the School to include Bambino lessons (ages 6-7 years), which has been really popular. We also offer Arrive & Drive and Birthday parties for children aged from 8-15 years.

Our rates for mid-week testing both exclusive and non-exclusive are very reasonable and the circuit is available on an hourly basis. We already welcome not only many privateer drivers but also a few BTCC teams. I am also keen to embrace Colleges and Universities that run hands on race engineering programmes as I know they struggle for finding test venues.

Our Track Attack days where anyone with a road legal car can use the circuit are well supported and our Car Track days are now open to three different groups, novice, road car legal and track day cars. For those who prefer two wheels our Bike Attack sessions for road legal bikes are now available twice a month from March onwards.

This year we are delighted to welcome Mission Motorsport to our community use scheme. Mission Motorsport is the forces motorsport charity, whose aim is to aid in the recovery of those affected by Military operations by providing opportunities through Motorsport and the Automotive industry. The charity regularly runs track days, car control days and various other motorsport activities throughout the year which are low level and designed to engage those attending with the hope of helping them back into re-employment if applicable."

The improvements we are making are part of the long-term development plan here. We intend to upgrade all circuit infrastructure and client facilities and it is our aim to make Three Sisters the jewel of the North again. As we are expanding our business there are opportunities for Clubs, Companies and individuals to operate at the Circuit and we are particularly interested in partnerships with anyone who has experience in operating a Rally, Skid or Bike School, please contact Chris Pullman, Circuit Director on 01942 719 030.

For more details please click into www.threesisterscircuit.co.uk

Three Sisters Circuit, Ashton in Makerfield, Wigan, WN4 8DD



New season, new challenge for Team Geriatric

Wigan racer Tony Lynch and his Team Geriatric outfit will embark on a new challenge for the 2019 season after today confirming plans to enter the Retro Rallycross Championship.

The team will campaign a MK1 Toyota MR2 in the series, which is open to classic cars from prior to 1991.

The decision to make the move to Retro Rallycross comes after the conclusion of a long and successful title sponsorship agreement between Team Geriatric and Lucas Oil UK.

Whilst running as Lucas Oil Team Geriatric, Tony enjoyed years of success on track, winning the BMW Mini Championship in 2013, the British Super National title in 2016 and the BTRDA Super Modified crown last season.

Although the relationship between Team Geriatric and Lucas Oil will continue in 2019 in an official supplier role, the reduced levels of sponsorship available to the team resulted in a change of approach for the year ahead.

Having evaluated a number of options, which included taking a step away from competition, Tony and the team have now taken the decision to instead switch to the Retro series after acquiring the Toyota over the winter.

"The support we have enjoyed from Lucas Oil in recent years has been fantastic but we always knew that there would be a time when their title sponsorship would draw to a close," Tony said.

"It's great that we ended our time running under the Lucas Oil Team Geriatric banner on a high last year but the reality is that we couldn't continue to run the Ford KA we have run in recent years with a reduced level of sponsorship.

"Taking a step away from rallycross was a serious option and something that I considered more than once, but I don't feel ready to hang up my helmet just yet and the team still has a desire to compete at a high level.

"Retro Rallycross provides us with the opportunity to return to the British Rallycross paddock and try something completely new at an affordable level - and it's something we are very excited about."

The new Team Geriatric Toyota MR2, which dates back to 1985, has been used in stage rallying in Scotland in recent years and hit the track in Team Geriatric colours during a recent test at Blyton.

Tony and the team will now use the season ahead to work on developing the Toyota into a front-runner in the highly-competitive Retro Rallycross scene, with a target of challenging for championship honours in 2020.

"The first test in the car was a chance for us to make sure everything worked and to put together a 'to do' list that we can focus on during the year ahead," Tony continued. "It also gave me the chance to get used to rear-wheel drive again as it's been a long time since I competed in a rear-wheel drive car - so to not have any spins was a good start!

"It's clear to see that there is some work we can do on the engine and on the handling but we know we have a good base to start with. The opening rounds of the season at Silverstone and Lydden Hill will be something of a test for us to learn more about the car and then we have a decent break before the meeting at Pembrey where we can start work on the changes we want to make.

"For us, this season isn't about results but is all about building the foundations for 2020 when we want to be fighting for silverware."

As part of that ongoing work towards 2020, the team has also agreed a deal to work alongside MRF Tyres during the 2019 campaign to help with the development of a tyre for rallycross competition.

The Indian company already produces tyres that are successfully used on track and on rally stages across the globe, most notably in the Australian Rally Championship where MRF has held the role of control tyre supplier for three years.

"The new partnership with MRF is something else we are looking forward to developing during the year ahead," Tony continued. "The test at Blyton was the first time we were able to try out their tyres and to be honest, they outperformed the car. That is a good place to start considering that the tyre hasn't been designed with rallycross in mind, and something we are looking forward to developing with them across the season ahead.

"As ever, our loyal supporters and sponsors have been key to putting this new programme together and we're now looking forward to the new season getting underway."



HEXHAM & DISTRICT MOTOR CLUB

THE FEBRUARY FLING RALLY

The ever popular Hexham 12 Car Series moved on to Round Two with the February Fling again attracting a capacity entry but not, sadly, a capacity starting line up after a couple of late withdrawals. The interest remains high, however, and it was good to have more new faces taking part including Thomas Robinson who brought a beautifully prepared 1966 Mini Cooper to the event, Lynsey Procter doing the honours in the left hand seat.

The rally started from the familiar surroundings of Prudhoe Interchange and opened with a regularity winding its way North of the Tyne to the B6318 Military Road and then back down towards Holeyn Hall. The event was effectively decided here when James Hastings & Sophie Wickham dropped a mere 18 seconds, Luke Tait/ Ali Procter were the best of the rest dropping 50. Heading North, a quick 5 minute section was cleanable for most crews and then the route wended its way round by Eachwick, Heugh and Milbourne before turning North. Mark Lewis had decided to run on Experts notes in preparation for doing the John Robson and he and Sally Ann Hewitt lost a few minutes on these sections.

Heading on to map 87, the route turned North towards Capheaton, using the NAM triangle at 049780, it didn't catch out any crews so they must all be getting the hang of these things. A long fast section led West and then South to Hallington where a control was judiciously placed just at the entrance to the village with the marshals instructed to remind competitors that "Quite means Quiet". A run down through Bingfield to the A68 preceded a trip along the very cobbly road past the Stagshaw transmission mast. It all went wrong here for George Harrison / Stephen Crosby who were caught out by a sharp 90 bend, their Proton beached up on a grass verge, undamaged but unmovable until Chris Purvis turned up to haul them back onto the tarmac, unfortunately they were, by this time, OTL.

Disaster also struck the Robinson / Procter Mini hereabouts, a lapse in concentration seeing them turn right instead of left just after a passage check, the resultant time loss spoiling a promisingly good run. The final two sections led back to Stamfordham and the Swinbourne Arms where an excellent supper awaited crews and marshals alike. Provisional results showed a first ever win for Hastings / Wickham who are making great progress on these events, they held off Tait / Procter with Chris Dodds/ Hannah McKillop taking the final podium spot despite a bit of a disaster on the regularity section. The old chestnut of missed route checks surfaced yet again, some quite good performances being rendered void by the failure to note the correct information.

The Hexham 12 Car Series continues with the March Melee event on March 20th which uses some unfamiliar territory on map 81 and this will be followed by the Spring Scatter, the date of which is yet to be decided.

RESULTS :-

1. James Hastings / Sophie Wickham	Proton	0:18
2. Luke Tait / Ali Procter	Proton	0:50
3. Chris Dodds / Hannah McKillop	Proton	6:00
4. David Bell / Andrew Drape	Fiat Punto	6:13
5. Michael Davison / Pete Gibson	Proton	6:38
6. Jonathon Webb / Ralph Tatt	Skoda	7:07
7. Sally Ann Hewitt / Mark Lewis	Suzuki	7:14
8. Alan Bennison / Roy Hewitt	Proton	8:01
9. Thomas Robinson / Lynsey Procter	Mini	10:49
DNF George Harrison / Stephen Crosby	Proton	

HEXHAM 12 CAR SERIES

"NO NAVIGATORS IS NOT NICE"

The popular Hexham 12 Car Series attracts an enthusiastic bunch of competitors and most rallies in the series are full or near to full with members enjoying these evening half nighters and, most particularly, the social atmosphere at the after rally supper.

On every event, however, the organiser is inundated with drivers seeking a navigator, the available map men (And ladies) being snapped up very quickly leaving numerous would be competitors frustrated and disappointed.

The Hexham club are, therefore, seeking individuals who might be interested in occupying the left hand seat on these events which are mostly run on a Wednesday evening. The Hexham organisers go out of their way to assist newcomers to the series with sample instructions of previous events available to reuse. They also look after complete beginners, starting them off with a marked map, novices get a simple all tulip set of instructions while even the experts face nothing more stringent than map references, spot heights and map symbols.

The hexham 12 Car events offer not only a great way to find an introduction into rallying but also a cheap, fun evening out for more experienced competitors who fancy doing an event without too much pressure.

Would be navigators, whether potential competitors seeking to get started in road rallying or anybody just fancying a go at one are invited to contact the Hexham & District Motor Club's 12 Car organiser (Edgrah01@sky.com) who will be delighted to pass details on to drivers seeking a navigator.



Gemini Communications



9th March (GCE)

Malcolm Wilson

Lake District

Kirkby Lonsdale MC

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

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

Did you hear about the two antennas that got married ?
The wedding wasn't much but the reception was great !

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



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www.geminicommunications.org.uk

Radio Mutterings

The Jack Neal Memorial Rally

Saturday 9th February 2019.

It's a bleak Friday night as I head east across to Lincolnshire, with dire weather warnings of Storm Erik. My overnight rest halt is in the city of Lincoln before an early rise on the Saturday morning for the short hop across to Blyton for this annual event run by our friends in Clitheroe & District MC, known for their excellent and much appreciated marshal's support (breakfast and pie and peas for lunch).

This year the event is rather special for me as I make my solo debut as an event Radio Controller (get well soon Stewart). I arrive to an understandably windy Blyton and after signing on with Maurice, Gemini 59 I make my way to the event control cabin and set up control for the day. This 'easy' task proves somewhat difficult in the very windy conditions and after a while we are forced to close and lock the main cabin door to prevent it and the unlucky person opening it ending up somewhere over the North Sea !! I borrow Chris Gemini 25s mains power supply and improvise a mount for the whip aerial on the metal hand rail in the by now full on gale conditions.

As radio crews arrive I allocate posts and make sure that we have the key areas across the circuit covered. A small but essential plea, can all radio crews please carry a red flag and be prepared to use it if asked. With Chris and his team battling the conditions were are soon up and ready for a radio test and first car flies off the start line at 9 o'clock on the dot, the start of a very healthy and rather smart entry of 67 cars.

Alongside me in the cabin is Ian from the circuit who amongst other roles is there to monitor noise levels, the cabin literally begins to rock as the wind speeds hit 50mph a real leveller out on the circuit. At one point we witness a drag race as a TR7 V8 is out manoeuvred by a 1275 Mini, although to be fair the TR7 complete with Union Jack roof is leaving a smoking trail that the Red Arrows would have been proud of. In the very high winds only one car challenges the circuit noise limits and he was probably just unlucky that he went past the noise meter at the very point there was a momentary gap in the gusts of wind. The only casualty and then only briefly in this first run is Car 39 who stops with Worksop 1 at Junction 12 with a temporary throttle problem that they manage to fix at the roadside and rejoin the field.

At 9:38 the action quickly resumes with Stage Two and the only drama is the need to get Maurice to chase a couple of photographers from the recently planted farmers field and once again all 67 starters make it safely to the end of the stage, cue stage changes.

Stage Three starts at 10:34 and by now the cabin is really rocking as gusts of wind hit 62 mph and some of the stage furniture begins to fly. To be honest I should praise the CDMC team as someone came up with the bright idea of cutting plastic barrels in half diagonally to make two sort of bucket seat like stands. Weighted in the base, these proved a remarkably stable base to which to attach stage signage, an innovation others could follow. Anyway back to the action, Car 44 stops briefly with Eagle 9 at Junction 2, but after a quick lift of the bonnet they resume back into the action. We lose one car in service between the runs but amazingly given the very testing, although dry conditions all 66 starters make it safely once again to the finish.

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Radio Mutterings

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Stage Four starts promptly and we see a slightly reduced 64 crews tackle the stage, again to be honest without too much drama, although the TR7 is still doing a very good impersonation of the RAF display team with clouds of smoke into and out of the corner, somewhat ironic as this used to be an RAF base !.

There is a short pause in the action as the stop is repositioned and various other changes made to the stage layout, I really feel for the marshals out on the stage as they must be freezing in the conditions, although to be honest maybe a little warm chasing cones around the site. By 12:23 it's time to resume the action with Stage Five and the wind heralds that strange phenomenon in these parts blue skies !!. The action is fast and furious as cars at times trade paint and the odd door mirror in and out of the tight chicanes, but nothing that really warranted a judge of fact report, at least from my vantage point overlooking the circuit. The stage sees the first real on stage casualty of the day as Car 35 slows coming out of the chicane and drifts to a halt off the circuit and rather helpfully opposite Tiger Recovery. A quick jog across the circuit and Tiger soon has an update for me, a calliper has come off the front offside wheel, so I book a suspended tow for the stricken car at the end of the next stage. On the stroke of 1pm the final car number 68 makes it to the end of the stage and almost immediately I get the green light from Chris to send them in for the identical run as Stage Six.

Stage Six is the last run before the much appreciated meal break and the action continues as the cars hurtle around this very tight and flat little circuit. Car 55 hits trouble at Junction 11 and Bob Jupiter 14 soon reports that it is a throttle cable problem. As the last car heads towards the finish I ask the nearby Corsair Recovery to lend a hand, although the crew seem to repair the car and make their own way out to the finish, closely followed by Corsair. As the set up crews change the stage around again it's time to call in the radio crews and their marshals in for a well deserved warming meal and break. I ask everyone to be back in location for a 14:25 quick radio test before the action restarts.

Stage Seven starts at 14:39 and by now the blue skies and 8mph winds make it feel like another day and another place !. The fall in windspeed seems to be accompanied by an increase in rally car speed as perhaps the absence of the earlier destabilising cross winds release the cars for even greater efforts. The action is hard but on the whole fair and I think this is the first time in a long time at a single venue that there was either none or perhaps only one judge of fact form required. The crews all seem to be thoroughly enjoying themselves with tight action throughout the field. Once again all starting cars finish the stage and almost as the wheels of the final car cross the stop line we are off again with Stage Eight. This stage passes in a little less than 36 minutes of fast and furious action, with the 100% finish rate continuing.

For the final pair of stages the two leaders Cars 3 and 7 are literally trading one or two seconds and the action could not be any closer. Stage Nine passes quite frankly in a bit of a blur as the light begins to fade and darkness descends. A total of 60 cars make it in and out of the stage and the stage is set for a dramatic finish as Cars 3 and 7 battle it out for final honours. Stage Ten starts at 16:51 and it doesn't disappoint as final positions and class wins are closely fought over. A final flourish of action unfortunately sees our final casualty of the day as the Mini Car 32 pulls off the stage opposite the control cabin. A quick call from Worksop 1 reveals that the car is "mechanically dead", a shame really as they were flying. In the end the final results couldn't have been closer and Car 3 wins overall by only one second the slimmest of margins.

For me there is time to pass on the thanks of Chris and my own to everyone out in the field in what has been some of the most challenging conditions I have ever seen. When the radio control room begins to rock you know it's tough out there, with time to derig I reflect on my first solo event as Radio Controller and look forward to seven days hence and the chance to do it all over again on the Cambrian.



Visit Conway Cambrian Rally

16th February 2019.

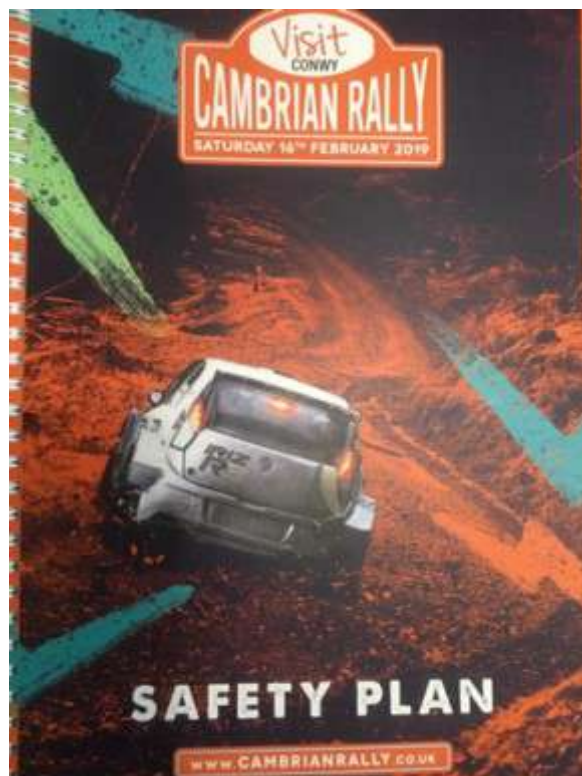
Friday night and after work I head across into North Wales and across to Betws-y-Coed and the Swallow Falls Hotel, Rally Control for this year's rally, where I meet up with the rest of the radio control team. After a brief catch up and meals in the bar it's time for an early night as the following day promises an early start and what proves to be quite a late finish.

Saturday looms grey and somewhat overcast and after a quick early breakfast it's time to make my way into the first floor rally control and by 06:30 we are all set up and ready to go. This year for the first time, like the Rally GB the radio systems both 81 and management operate over repeaters and the internet, the future I'm told. Control is split between myself, Chris and Heidi, with the two Clerks Alyn Edwards and Wenna Roberts, stewards and CMO in attendance.

With Chris looking after SS1 Clocaenog and SS2 Alwen with Heidi, I'm set to looking after the management frequency, before taking over 81 for Stage 3 Elsi, or at least that was the plan. To begin with it's the usual first stages trouble shooting as clocks are set up and the numerous safety cars begin their inspection of the stages. As the radios are being run over the internet, Bill sat in a sunny Florida can listen in and contribute. For me there is the usual need to shift marshals around the stages due to spectator problems and the need to arrange various stage furniture and other equipment. Media management is also important, particularly access for those with a motorsport UK level 2 tabard, which apparently this year is green.

The first couple of hours fly by in somewhat of a blur of activity and messages up and down the foodchain. Chris and Heidi are soon in the thick of it getting the first two stages up and running on Channel 1. My attention rapidly shifts to preparing for Llyn Elsi SS3, with an expected start time of 11:01. Unfortunately this is when the best plans begin to be tested as the repeater needed to run Channel 3 isn't operational and we need to quickly come up with 'plan B'. With a stage radio check due one hour before first car we decide to improvise and hand control of the stage to Zsar 1, Roger Whitehouse on the stage start. Roger in effect acts as a local radio controller on the ground and this means he can safely co-ordinate the stage whilst we plan ahead. In the end the first Car 229 enters Elsi only three minutes late and we have the stage safely operational. Meanwhile the best brains in the land, OK what we have available rapidly come up with a new plan as technical solutions are worked out as the repeater issues are resolved. We decide to switch Crafnant SS 4& 8 and Gwydir SS 5 & 9 to Channel 3 to join the second run through Elsi SS 10, this means I suddenly have three stages and some 50 odd radios to control across the three stages, with Chris then left to look after the re-runs of Clocaenog and Alwen on Channel 1.

My first major challenge is to get all of the radios on Crafnant and Gwydir to switch to Channel 3 and with the help of Dave at the repeater we get the message broadcast and thankfully the majority hear and begin to switch channels. By 12:24 Gemini Control on Channel 3 is fully operational and I begin the process of getting Crafnant and Gwydir ready, in the meantime to avoid any confusion we leave Zsar 1 aka 'Elsi Control' to complete the running of his first stage, sharing air time with me before he passes the second run over to me as Gemini Control. Heidi takes over the management channels leaving me free to operate 8, also continuing to maintain the radio control log.



Radio Mutterings : Continued from Page 42

As I organise stages 5 & 6, Elsi Control gets on with their stage and in the end a total of 116 cars enter SS3 and 112 exit. This leaves a number of crews in the Welsh forests, with Car 105 in a ditch and cars 35, 59 and 81 also stopped in stage. A very lucky 102 hits a gatepost at Junction 11 and eventually manage to get themselves going just ahead of the Sweeper Car. Unfortunately the gremlins begin to effect the radio net as the internet, critical to operating the multiple channels begins to drop in and out, creating work for Dom our ever resourceful technical mystic or lead. The internet problems persist only partially resolved by regular re-booting of the main router and use of 4G. The use of the laptops to listen to and run the multiple channels in Control is definitely the right way to go on a complex multiple venue event but a stable internet with enough band width capacity is essential.

The radio checks for Crafnant and Gwydir seem to take an age as the net drops in and out and I share air time with the live Elsi stage, but we manage with one or two controller tricks along the way. A bit like the magic circle I would have to kill you if I told you everything that occurred !. I'm soon however ready for SS4 the first run of Crafnant to run and we get the first car number 229 into the stage at 13:41, with Gwydir following soon afterwards at 13:58. Almost immediately the 'safety' calls begin to come in, Car 228 on Crafnant finds a deep ditch to fall into, followed quickly by 223 who decides to have a fire on the start line. Gwydir isn't left out as Car 53 finds probably one of the deepest ditches in Wales at Junction 9. Back in Crafnant the final challenge is Car 16 who decides to spin off at Junction 15 partially blocking the track. In liaison with the CoC a warning is given to subsequent cars about the obstruction, although the crew on the ground aren't happy. In the end a total of 104 cars make it through Crafnant and 102 through Gwydir. Although Roger on Elsi pretty much looks after himself I found the use of the callsign 'Elsi Safety' on his stage very confusing for obvious reasons, as any good controllers ears are specially tuned to react to words like "safety...roll or off" !.

In between moving various Rescue Units (sorry Stoke) and recovery units around the stages, I prepare for the final three stages of the day or should that be night, as Chris look after the second runs through Clocae-nog and Alwen. Back on Crafnant despite the valiant efforts of Extractor 3 they can't shift Car 53 out of its very deep ditch, so we formulate plans to redouble our efforts to recover the car at the end of the event. Our net problems ebb and flow, keeping Dom in particular on his toes and in the end we switch everything over to 4G.

As the light fails I begin the process of standing up the radio crews across my three stages, making doubly sure all are back in position and ready for the challenges of rallying in that special Welsh forest darkness. Just as things begin to settle down we get reports of a burst water main on the yellow road approaching Crafnant !!. Thankfully the very helpful contractors sent to investigate the leak agree to keep the road open to rally traffic until the stage is completed and will then close the road to all traffic, cue some very anxious moments for the two Clerks until the good news is received !!.

Stage 8 the second run through Crafnant fires, sorry starts into action at 19:05, with Gwydir close by and only some fourteen minutes later. Minus the BRC cars we have an expected 27 cars out of service heading towards the final three stages of this long and challenging event. As Crafnant begins to head towards an end I have to get the first cars into Elsi the final and tenth stage of the day. With everyone in Rally Control crossing their fingers and toes and the National A Clerk pacing up and down like an expectant father, SS8 Crafnant passes without any real incident and all 27 expected cars are safely in and out of the stage. The same follows in SS9 Gwydir, despite a slight fright as Car 19 is reported as having no lights !!. In the end something is jury rigged and they make it to the end of the stage as the final runner.

With only one stage to go, our technical gremlins strike again, although by now the contingency plans are well rehearsed and we continue. In the end we lose one competitor between stages and 26 cars enter the final run through Elsi, just as I think the gods are finally smiling the inevitable safety shout comes in. Out at Junction 10b Car 47 decides to throw themselves off and onto their side in a ditch, thankfully the crew are OK but a final and difficult recovery is in order for John and Paul in our very own Gemini Recovery. So 25 cars make it to the end of SS10 at a somewhat late 20:24 hours.

As the Sweeper car closes the final three stages, Chris organises the cavalry (Tunnel, Forrest, Extractor and Corsair recoveries) to head to Junction 9 on Gwydir to extract the stranded Car 53. In control we are concerned about the welfare of our repeater colleagues who have been out on top of the mountains for over 14 hours, so we converse with the two recovery teams on Gwydir and Elsi and put in place alternative means of communicating and monitoring their efforts so we can tell the repeater crews Dave, Dave and our engineer Tony to finally stand down. Similarly we can then stand down the main radio control and channels after a very long and eventful day.

For me, like my colleagues it's the end of a very long day in Control some 14 ½ hours and unfortunately I then have a couple of hours to get back home, whilst colleagues stay over to begin the mammoth de-rigging job in the morning. The event, the first round of the rejuvenated British Rally Championship passed off safely and without significant delay a testimony to the whole organising team both in Control and out on the ground.

Ian Davies : Gemini 23 : motorsport UK Radio Controller

The Impatient Patient

Tuesday the 14th of February and I am putting together one or two bits & bobs to take to Clitheroe & DMCs Committee Meeting. I believe I have left my notepad in the car so pop out of the shed and across the back garden and then along the side of the house. I then remember taking the note pad up to the shed last night so I do a quick handbrake turn and cock it up badly — travelling far too fast for the conditions. (Unfortunately Chris Ellison wasn't on hand to photograph the incident so you will have to put up with my recollection of events—had he have been there I am sure he would still be pouring derision about the lack of skill)

Following an involuntary cartwheel at the top of the steps I head-butt the pavement—hard. My head is firmly stuck into the gutter and the water turns Red. When I attempt to stand I find it very difficult. I call my Daughter-in-law who helps me get upright and standing on one leg—the left leg won't bear my weight. She phones for an ambulance and I watch the Ivy, on the railings, gradually turn red too. (my life blood ebbing away!)



The 'Simple set of Stairs' that Matt Broadbent refers to in the statement below (bottom right) are the steps that lead up from my drive to our front door (12 of them). Had my disastrous handbrake turn been a foot or so nearer these 'Stairs' then I think the resulting breakage of bones would have been far more severe than they were, and from my point of view far more painful.

Eventually I can hear the sirens of the approaching ambulance and I am thinking 'They took their time getting here!' when my daughter-in-law to be says 'Well, the ambulance got here quick!' All down to perception.

Once in Hospital I was diagnosed as having broken my hip. Recovery time—3 months +. I am struggling putting this News Letter together (I can not sit at a computer for very much time—hurts the hip). This edition has been rather cobbled together and I am more impatient than normal. I tend to shout which does not go down well with my daughter who is attempting to look after her grumpy Dad

Grumpy Old Git

Still Wittering On & On & On



Primrose Trophy Navigational Rally 27 / 28th April

It is with regret that I have to announce the cancellation of the Primrose Trophy Navigational Rally 2019. Circumstances have been transpiring against us this year, but a fairly serious injury to one of our key organising team members, Maurice Ellison, has forced me to make a final decision. Moz plays a huge role in organising this rally, and I quite simply could not put on the same event without his assistance. It seems somewhat ironic that a man who has been 'giving up motorsport' since I've known him, and yet still seems to be out most weekends, is beaten not by an 'off' in a rally car but instead by a simple set of stairs...

I apologise for any inconvenience this cancellation may cause; I have not taken this decision lightly. However, I must put Moz's recovery before anything else. The self-proclaimed 'Grumpy Old Git' can be stubborn at the best of times, and anything short of cancelling the event will undoubtedly prevent a speedy and full recovery. May I wish Moz all the best in this, and I hope to see you all out in the lanes again soon.

Matt Broadbent

Clerk of Course – Primrose Trophy Navigational Rally

Electric Cars Make Sense At Last – And VW Make Most Sense

As my regular reader knows I've long been a critic of electric cars and I still believe hydrogen power is better in the long run. However I've now changed my mind about electric versus internal combustion (IC). I've been working on a report for one of our corporate clients who are considering switching 20 sales force cars from diesel to electric. When I started I was sure I knew what the answer will be, but in the end I'm suggesting to them "Ditch the Diesels" – but not until next year.

To date there have been 4 basic problems with electric cars in a company fleet where they will be often driven over 200 miles in a day. The first is range, they simply couldn't do half of that distance unless they cost over £70000. Second is cost, well over the price of a similar petrol or diesel. Then recharging infrastructure, and finally battery life and the possibility of a very expensive battery pack replacement before it's time to get rid of the car.

Things change and technology advances very quickly. Hyundai and Kia are in the process of launching VW Golf sized cars that will cost just over £30000 and have a genuine real life range of over 250 miles. VW themselves will later trump this in the biggest possible way when they launch a similar size car called I.D. This will start at £22500 for the basic version which will have about 120bhp and a real life range of over 200 miles. Pay a bit more and you can get bigger batteries to increase range to 250 or even 280 miles. Because most of the space taken up by the conventional powertrain is freed up although the car is Golf size interior space rivals the Passat.

Costs vital to fleet operators like my client are about a lot more than purchase price. Going electric means a big reduction in the fuel bill. In this case the company will save almost £2000 per car each year = £40000 a year. Servicing costs are lower because there is so much less to service. We don't know about the VW yet but the Hyundai and the Kia offer a 5 year unlimited miles warranty. Except for the batteries I hear you say – well they are warranted for unlimited miles and 8 years. All because battery technology has moved on tremendously. Then we come to depreciation, the biggest single cost in running most cars. Forecasting the residual value of a car several years ahead is a black art and not an exact science. I should know I spent years doing this when running a leasing company. What I've suggested to my client is that in 3 or 4 years time electric cars will be much more common than currently and people's trust in them will have increased dramatically. Diesels and perhaps petrols will have been banned for many city centres, or where not banned at least heavily charged for entering. The used car buyer is very conscious of fuel costs which is why they are still strongly buying diesels except in cities. All of these factors lead me to forecasting strong demand for used electric cars in a few years' time, and strong demand means higher prices and lower depreciation for the first owner

Before leaving costs it's important to say that there are significant tax advantages for both employer and employee in moving to electric, I'll not bore you with the details, suffice to say they add up to significant money.

Which brings me to the last problem, the recharging infrastructure. In this case the sensible route is to have a recharging point installed in the homes of the employees driving the cars. This costs about £1000 a time, but grants of around £800 are available leaving a net cost of £200, and the employees will save that and a lot more on the cost of the fuel they use for private miles. These grants apply whether you are a private owner or are provided with an electric company car.

When I'm doing this sort of exercise for a client only one thing is important – the numbers. They don't lie and I'm sure not in this case, so I'm converted. Circumstances alter cases and electric isn't going to be right for everyone, but it will be right for an awful lot of fleets in particular. VW are confident, they plan to be selling over 1 Million IDs in a few years. I think it could be a lot more!

Which all leaves one problem, and it's potentially a big one. Will there be sufficient power generation capability to provide the necessary electricity to recharge all these cars?

Will SUVs Ever Stop?

From the mid 1970s onwards there were two car body styles which dominated the market, hatchbacks in the small and medium sectors and saloons in the large sector. There were sports cars of course but low total volumes and estate cars which took less than 10% of sales. In 1970 the Range Rover started a revolution, but it was a slow start because it was an expensive car and Land Rover couldn't remotely keep up with demand. However the body style acquired a name – SUV being Sport Utility Vehicle. More followed gradually then rapidly. Land Rover's own Discovery, Jeep Cherokee, then in 1994 the first smaller SUV the Toyota Rav4. The gamechanger came in 2006 from Nissan. Remember the Nissan Almera? A little loved and slow selling hatchback. Nissan put an SUV body on the Almera underpinnings, called it the Juke and had a roaring success on their hands almost overnight.

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SUVs in the Golf size segment of the market now represent as many sales as hatchbacks and estates combined, and the share they take is increasing every year. The same is happening the next size up with cars like Audi Q3 and Volvo XC60 talking sale from for example BMW 3 Series and Audi A4. In the large car market two thirds of sales are now cars like Range Rovers, one third large saloons.

It seems only one thing can stop the growth of SUVs and that is the pressure now growing to reduce car emissions. SUVs are less aerodynamic and heavier than a hatch, but people love them and the industry feeling is they won't easily give them up.

Major Classic Car Dealer Sued For Fraud

If you exclude the likes of Adrian Hamilton, Tom Hartleys Snr & Junior and one or two others there's no doubt Essex based JD Classics is one of the very best known classic car dealers in the country. Derek Hood founded the business around 30 years ago before selling a majority stake in 2016 to a private equity firm. This sale was based on annual sales of £125M and profits of £17M with a stock of classic cars valued at a total of £106M.

The new owners were a private equity company called Charme Capital who discovered after the purchase was complete "significant financial irregularities". As a result they went into administration and the administrators are now suing Mr Hood and his wife for fraud and demanding a repayment of £64M. The Hoods are accused of inflating turnover and profits by false accounting. It is alleged a D Type Jaguar was bought and sold 8 times in a year with sale proceeds totalling more than £24M (£3M a time) and profits £7.25M (£900,000 a time). As if that's bad enough it's alleged the car wasn't a real D Type but a tool room copy independently valued at £650,000 by Sothebys. Similarly a Ford GT40 on the asset register at £5.5M is alleged to be a replica, and a Jaguar XKSS Mr. Hood valued at £11.5M is alleged to be worth much less.

Mr. Hood and his wife deny all the charges which they term as "bizarre", Caveat Emptor as they say!

Ferrari Up The Budget To Win In F1

While there is a lot of talk about a budget cap being imposed in F1 to give the less wealthy teams an opportunity to compete on more equal terms, perhaps no surprise that Ferrari have announced they have actually increased their spend in the hope of winning the Championship for the first time in 10 years. Ferrari contends it spends relatively little on "conventional" marketing, which I think is true. When did you last see a Ferrari ad on TV or in the press? F1 is they say "the core element of our marketing effort". F1 they say "fully supports the prestige, identity, and appeal of the Ferrari brand". I can't help think it all makes sense but it also proves they're still Italian racers at heart, and what can be wrong with that?

Air Miles Musk

It seems Tesla boss Elon Musk can't avoid controversy. He talks long and loud about the environmental benefits Tesla electric cars are bringing to the planet, describing the use of fossil fuels for travel as "the dumbest experiment in human history" However he's now being heavily criticised because it's emerged he travelled more than 150,000 miles last year in his private jet.

Some of the trips were business, some personal. Mr. Musk took his family on several holidays in the plane, used it for a 300 mile flight in California so his children could visit a video-gaming competition, and on several occasions flying from one side of Los Angeles to the other to avoid traffic jams!

Looks like he's adopted Henry Ford's famous saying: "There's no such thing as bad publicity"?

More Cash Coming To Scrap High emission Vehilces.

Last month I reported that the Mayor of London was coming up with a scheme to help small businesses buy cleaner vehicles and mitigate the effects of the expansion of the Congestion Zone and increased charges for older vehicles. Continuing criticism has now forced him to almost double the amount of money on offer only a few weeks later.

100 local government leaders have demanded the Government provide £1.5 Billion (!) to get almost 500,000 older polluting vehicles off the road. No point in asking for small change is there, and the country is so rich just now?

It's not just the big cities that are involved here either. Close to (my) home the boss of the Lake District National Park Authority is telling his members more needs to be done to reduce carbon emissions in the Lakes. Already the LDNPA is working to convert their vehicle fleet to 100% electric.

Driverless Cars To Be Tested On UK Roads This Year

The Government is to permit driverless cars to begin testing on UK public roads later this year subject to conditions. It's then expected that if all goes to plan public use will be allowed by 2021. Of course there will be problems

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A study by KPMG has suggested that one which I hadn't heard mentioned before was inadequate mobile networks. Cars need 4G to communicate with each other and we are ranked 19th out of 25 countries for this. Another problem is potholes but I don't think any of us needed an expensive KPMG report to learn that.

Although these things can and do change very quickly there seems limited public enthusiasm for driverless cars. Of the 25 countries surveyed GB had the lowest percentage of people giving a positive opinion of the arrival of autonomous cars. Have to say I'm surprised, clearly they didn't ask people who sit in traffic jams every day?

One problem that I hadn't thought of is they need to find a way of encouraging driverless cars to park up and avoid clogging city streets. Currently we drive from A to B and then park while we go to a meeting, go shopping, go to lunch, whatever we came to do. A driverless cars can simply drop the passenger(s) then drive around until collection time thus avoiding expensive car parks? Much as the chauffeurs of millionaires' wives currently do in Knightsbridge.

Finally the arguments still continue about what happens when a driverless car has an accident. The Government passed into law last year that insurers will be liable if a car has an accident when in driverless mode. The insurers have responded by saying they will seek to pass the bill on to the manufacturer as the accident clearly wasn't the driver's fault, therefore it must be the car's fault. Makes sense but you can be sure the manufacturers won't agree! However the insurers have said that they expect the number of accidents to fall dramatically as driverless becomes the norm as the vast majority of accidents are caused by human error. They've even said premiums will fall dramatically also!

More On The Reduction In New Car Dealers

I referred to this last month. Now I've been able to get some hard facts. Vauxhall announced a year ago they planned to reduce dealer numbers by about a third. So far they have dropped from 326 to 307 sales points, and they expect to get down to 259 by the end of this year. As was part of the objective the remaining dealers are making more profit (or at least losing less money). The average Vauxhall dealer is now making 0.5% return on sales, so if they turn over £10M they will see a bottom line profit of £50000. Hardly get rich quick! About a quarter of Vauxhall dealers still lose money. Where suitable Vauxhall sites will begin selling Citroen and/or Peugeot vehicles now the 3 badges are under the same ownership.

Peugeot plan to reduce to 180 dealers, so a lot less than Vauxhall, and Citroen are already down to 144 which they say is about the right level. Ford still have far more dealers than anyone else but have dropped over the last two years by about 10%. However this means Ford still have around 435 dealer points. With their market share now down to about 10% (it was over 30% in the halcyon days) I can't see this as justifiable at all and I'd expect big changes in the coming years. VW after all sell not an awful lot less than Ford with 188 dealers? And they say they will reduce that number in the near future. As internet sales increase this trend can only continue.

When a dealer and manufacturer divorce (it's actually called "termination") as ever it can get messy. Where the manufacturer instigates the termination they tend to behave with at least a level of sympathy. However if the dealer instigates the process it tends to be different. One friend of mine resigned his Japanese franchise when they tried to force him to carry out another expensive showroom refurbishment only two years after the last one. The manufacturer enforced the strict two year notice period in the agreement so for that period he had to meet all their standards, run an expensive demonstrator fleet etc etc. Then when the two years were up they wrote to all his customers who had bought one of their new cars to say he'd gone out of business!

Here's The Bad News

- There's no shortage of this currently so let me try to get it out of the way briefly:
- Ford plan to move production of engines out of the UK in the event of a no deal Brexit.
- Nissan cancel plans to build the new X Trail in Sunderland, instead it will be built only in Japan. Remainers blame Brexit but it appears that because it's a diesel only product reduced forecast volumes don't make it worth building it in two plants.
- UK car production in December was 22% down on December 2017 and the year was 9% down, so the situation is worsening rapidly. Investment by UK manufacturers in 2018 was about 80% down on the average of the last 5 years.
- Rumours say that this year Jaguar Land rover will close its Castle Bromwich plant in Birmingham and Vauxhall the Ellesmere Port factory near Liverpool.
- Jaguar Land Rover announced a loss of £3.4 BILLION for the last quarter of 2018. To be fair "only" £300M was an operating loss, £3.1 Billion came from them writing down the value of its factories because let's be fair who wants to buy a UK car factory just now? Sales in China fell 47% year on year

- Ex Nissan/Renault boss Carlos Ghosn remains in jail in Japan charged with financial misconduct. He continues to deny doing anything wrong and maintains he is victim of a plot by other Nissan executives to prevent his planned closer integration of Nissan with Renault. Renault meanwhile have scrapped the issue of shares worth around 320M to him as a performance related bonus.
- The US is expected to apply a tariff of up to 25% on imported vehicles and automotive parts. An investigation by the US Commerce Department has concluded that car imports constitute a "threat to national security". German manufacturers will be hardest hit.

Supercars Remain Healthy

While the volume market struggles the very top end remains busy. Aston Martin are working hard on their new Valkyrie which is still around 2 years from sale. Helped no doubt by the fact that the legendary Adrian Newey has played a big part in its design customers are apparently queuing (although I'm not sure the very rich do that?) to put down deposits. Base price is £2.5M but the options list is endless and the average price is apparently over £3m.

Meanwhile in a few weeks time at the Geneva Show Pininfarina, one of the most famous car design houses in the world, will reveal their Battista "Hypercar". I think that's the next step from Supercar? For generations it's been the ambition of the Pininfarina family to have their own car rather than just styling other peoples. Although with things like Ferrari Dino, 288 GTO and F40 in the family back catalogue they haven't done badly at that!

Deliveries of the Battista (named after the original Mr. Farina) start in 2021. The hybrid/electric powertrain boasts 1900bhp. 0-62 comes up in under 2 seconds, range will be over 300 miles although less I imagine if you do lots of 0-62 in under 2 seconds demos? Price will be "over £2M" but they won't say yet how far over. If you have to ask.... A maximum of 150 will be built and in the future Pininfarina plan to build "cheaper" cars starting with an all electric SUV at "under £500,000".

March Beckons

We're now very close to March, traditionally the biggest new car sales month of the year in the UK as the new 19 registration plate arrives. Manufacturers have set their stalls out with heavy discounts and tempting finance offers. Some are very short of supply, particularly VW and Audi, but others have more stock than they want and there are lots of bargains to be had, particularly in diesels. Should be an interesting month!

And Finally

Scientists have warned that the kitchen toaster can expose people to more pollution than standing at a busy road junction, particularly if you like your toast well done. Will the Mayor of London declare war on toasters? Will toaster manufacturers and sellers face financial losses running into billions? I'll keep you informed.

Paul Gilligan



pg@gilliganvehicleconsulting.co.uk

www.gilliganvehicleconsulting.co.uk

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FOR SALE

Triumph TR4A

(1966)

with overdrive and Surrey top

Offers over

£16,000



Reluctantly for sale due to health issues.

I have owned the car since 2006 when it was stripped down and fitted with new body panels where needed before repainting.

Many new parts installed at same time. Gearbox and overdrive rebuilt in 2012.

Modifications include narrow belt conversion, alternator and electric radiator fan.

Telescopic shock absorber (Koni) conversion of rear suspension.

The car is fitted with MX5 seats (a big improvement over the original seats).

Slight bubbling of paintwork has developed on rear wing which appears to be inter layer as it appears to be mobile otherwise appearance is OK.

MoT expires in May 2019. Little mileage since last test (no advisories).



Ed Morley

01946 861644

mandyandedmorley@gmail.com



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

North Yorkshire Classic

Roger Burkill who's the Clerk of Course of the North Yorkshire Classic, organised by York Motor Club. Although it is a HRCR Championship event they are encouraging Novices to enter as the navigation will be straight forward. Roger says as it something similar to the Berwick Classic with a mid afternoon start and one pre-plotted regularity run in the dark (we should all be in the bar by 9pm!!!). It restarts on Sunday morning and runs till lunch time, then awards and travel home. They have around a dozen tests.

Entry details are on the website:

www.yorkmotorclub.org.uk/index.php/events/north-yorkshire-classic/

2019 Calendar

4/5th March

**Berwick Classic
& Targa**

26th May

SoSCC Targa

9th June

Shaw Trophy

23rd 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

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>

Glynn 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



Motorsport North West

Legend Fires North West Stages Saturday 23rd March 2019

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

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

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

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

Legendfires 
 Quality Style Choice

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	Barcod Rally	Barcod 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 & Bre'ton 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

ASSOCIATION OF NORTH-WESTERN CAR CLUBS

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

Please register me for the ANWCC Championships 2019

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

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

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

Fees:

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

Signature

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

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

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

For official use only:

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

19/

See notes overleaf >>

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

Forms can also be downloaded from our website.

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

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

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

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

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

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

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

NOTES:

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

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

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

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

Beginner - not finished more than one National B rally

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

Keep checking our website for up-to-date information

www.anwcc.co.uk

Thank you for registering!

rally

TRACKDAYS AT



anglesey
circuit
traction

**JUST £140
FOR THE DAY**

PRICE PER TEAM OF DRIVER AND CO-DRIVER




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.

UPCOMING EVENTS

FEB 17th	MAR 15th	APR 13th	JUN 29th
SUNDAY	FRIDAY	SATURDAY	SATURDAY

BOOK ONLINE AT RALLYTRACKDAYS.COM

OR CALL THE CIRCUIT OFFICE ON 01407 811400

ILKLEY JUBILEE HISTORIC RALLY

Sunday 14th April

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



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 opens on 12th January.

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



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Phil James

Motorsports Photographer & Journalist

07771 76 86 59 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto



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#BXCC

R1: 6/7 April - Walters

R2: 15/16 June - Forrest Estate

R3: 13/14 July - Sweet Lamb

R4: 10/11 Aug - Bovington

R5: 14/15 Sept - Carno

R6: 26/27 Oct - Walters

BRITPART

British Cross Country
Championship



motor
sport
UK

CROSSCOUNTRYUK.ORG

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

REGS

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

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



BW



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TWO PEAKS MC



www.twopeaksmotorclub.uk

HOWELLS

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

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





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

Autumn 2018













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





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
17th March 2019



Motorsport News Circuit Rally Championship 2018/19 (In association with MSVR),
Mabell Cup 2018/19
ANWCC Stage Rally Championship
ANWCC North Wales Stage Rally Challenge 2019
ANWCC Ladies Rally Championship 2019
ANWCC Allrounders Championship 2019
ANCC Tarmacadam Stage Rally Championship 2019
SD34 MSG Stage, Individual & League Championships 2019 (Supported by Gazzard Accounts)

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,
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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

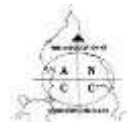
& if I have left you out of the above credits,

**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** **20th March**

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

ANCC

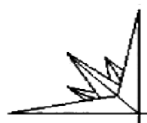


Monday 8th April

Cleckheaton Sports Club, BB19 3UD

Just off Chain Bar Roundabout ,
Junc 26 of the M62

www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

Tuesday May 14th

8.00pm

The Windmill

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

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

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

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

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

Maurice Ellison at :

sd34news@gmail.com

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