

April 2019 spotlight



'Nicky Nook'

Photo Courtesy of Georgia Shiels

Legendfires 



www.sd34msg.org.uk

Volume 10 : Issue 4: April 2019 : Maurice Ellison

Chairman's Chat

Well what a hectic two weekends for me and my club with the Lee Holland Stages at the Anglesey Circuit and a week later the Legend Fires North West Stages based at Myerscough College.

The Lee Holland Stages went well with some new stages using a newly created road but the overwhelming issue was the worst weather I have ever seen at this venue. It's a tribute to the set-up team for their efforts on the rain and wind lashed Saturday as the stage set-up was commented on very favourably by the Motorsport UK Steward. The event started on time and bar a few minor hiccups things were done much to the enjoyment of the competitors.

After many months of detailed planning numerous members of SD34 MSG clubs and the BRMC delivered only the second closed road rally in England and what a success it was. The town of Garstang was heaving with spectators for the opening ceremony and thankfully the earlier rain went away in time for the cars to arrive on the High Street. Then an early start on the Saturday morning completing the set up of the stages, things like putting the bales for the chicanes in place, and then the first cars were eagerly awaited. I was on the Hawthornthwaite stage and all three runs were trouble free apart from a couple of breakdowns. In the gaps between the runs we managed to do a soup run for all the marshals and get a milk tanker in to do a collection, the sort of things people would never think about normally ! As it was new to us all there will obviously be many things to learn from but everyone involved in this event should be extremely proud of their efforts and here's to the running of the 22nd Legend Fires North West Stages.

Les Fragle, Chairman, Secretary SD34MSG

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Comprising the following 11 Clubs



Blackpool South Shore Motor Club
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Chester Motor Club
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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.org.uk



High Moor Motor Club
www.hmmc.co.uk



Preston Motorsport Club
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Stockport 061 Motor Club
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Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
1	James Swallow	D	58	Bolton	N
2	Adam Williams	D	57	Warrington	N
3	Peter Jackson	D	56	G&PMC	N
= 4	Neil Wearden	?	55	G&PMC	N
= 4	Craig Kennedy	D	55	Warrington	N
= 6	John Richardson	C	54	Bolton	N
= 6	Mark Roberts	D	54	Warrington	N
8	Paul Munro	D	53	G&PMC	N
= 9	Simon Bowen	D	33	BSSMC	N
= 9	John Darlington	D	30	Wigan	N
11	Steve Johnson	A	28	U17MC	N
= 12	Kaemen Welsh	A	27	Clitheroe	N
= 12	Richard Bromley	A	27	Warrington	N
= 12	Gregory Williams	A	27	Warrington	N
= 12	Berwyn Evans	D	27	TBC	N
= 16	Steve Kenyon	A	26	G&PMC	N
= 16	Tony Garrett	B	26	Clitheroe	N
= 16	Dan Woods	B	26	Clitheroe	N
= 16	Brandon Smith	C	26	Clitheroe	N
= 16	Chris Marshal	D	26	Wigan	N
= 16	Ian Daws	A	26	Clitheroe	N
= 16	Myles Gleave	A	26	Clitheroe	N

O/A	Co-Driver	Class	Pts	Club	
1	Lauren Hewitt		87	Wigan	N
2	Jonathon Kennedy	D	83	Warrington	N
3	Lewis Griffiths		81	TBC	N
4	Rachael Atherton	D	57	Warrington	N
5	James Squires	D	56	Clitheroe	N
6	Terry Martin		55	Clitheroe	N
= 7	Steve Butler	A	54	Clitheroe	N
= 7	Stephen Landen	D	54	Warrington	N
= 9	Andy Robinson	C	53	Bolton	N
= 9	Eric Wilcockson	C	53	Bolton	N
= 9	Jack Mather	D	53	Bolton	N
= 9	Stephen Holmes		53	Clitheroe	N
12	Jonathon Cragg		52	GPMC	N
13	Richard Robinson	D	32	BSSMC	N
14	Andy Baker	D	28	GPMC	N
= 15	Marcus Kennedy	D	27	Warrington	N
= 15	Rob Bryn Jones		27	Clitheroe	N
= 17	Dan Woods	B	26	Clitheroe	N
= 17	Tony Garrett	B	26	Clitheroe	N
= 17	Dylan Thomas	C	26	Clitheroe	N
= 17	Mari Haf Evans		26	TBC	

*Following Legend Fires
North West Stages Rally*

Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
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
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

U18 Championship

O/A	Competitor	pts	Club
1	Jessica Crawley	56	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	59.55	Warrington
2	Jessica Crawley	A	55.93	Warrington
3	Scott McMahon	A	40.31	U17MC
4	Chris McMahon	A	39.56	U17MC
5	Joe Mallinson	B	32.18	A&PMCC
6	Andy Williams	A	30.32	U17MC
7	James Williams	A	30.13	U17MC
8	Lauren Crook	C	29.29	U17MC
9	Stephen Holmes	B	29.23	Clitheroe
10	Gary Ross	A	26.57	A&PMCC
11	David Goodlad	B	19.89	Bolton
12	Ian Daws	A	19.77	Clitheroe
13	Steve Johnson	A	19.50	U17MC
14	Gary Sherriff	B	19.13	Bolton
15	Elliott Shaw	B	17.79	Clitheroe
16	Phil Clegg	E	16.96	Accrington
17	James Robinson	A	10.71	U17MC
18	Andrew Robinson	A	10.41	U17MC
19	James Swallow	B	10.16	Bolton
20	Warren Nicholls	A	10.07	Bolton
21	John North	C	10.01	Bolton
= 22	Dave Graves	B	10.00	Bolton
= 22	Alec Tunbridge	E	10.00	Bolton
24	Adrian Fruzynski	D	9.70	Accrington
25	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	50	Bolton	Y
= 2	Tracey Smith	47	Accrington	Y
= 2	Tim Millington	47	Warrington	Y
4	Maurice Ellison	37	Clitheroe	Y
5	Amanda Baron	34	Wallasey	Y
= 6	John Harden	34	Liverpool	Y
= 6	Dave Barratt	30	Accrington	Y
= 8	Phil Howarth	27	Liverpool	Y
= 8	David Hunt	27	Liverpool	Y
= 8	Geoff Maine	27	Liverpool	Y
= 8	Robert O'Brien	27	Liverpool	Y
= 8	William O'Brien	27	Liverpool	Y
= 8	Judith Pegram	27	Liverpool	Y
= 8	Sean Robertson	27	Liverpool	Y
= 8	Alan Shaw	27	Pendle	Y
= 8	Peter Wright	27	Pendle	Y
= 17	Steve Smith	20	Accrington	Y
= 17	Jo Evers	20	Bolton	Y
= 17	Dave Graves	20	Bolton	Y
= 17	Gary Sherriff	20	Bolton	Y
= 17	Robin Turner	20	Bolton	Y
= 17	Eric Wilcockson	20	Bolton	Y
= 17	Les Fragle	20	G&PMC	Y
= 17	David Doidge	20	Liverpool	Y
= 17	David Gee	20	Liverpool	Y
= 17	Mark Jagger	20	Liverpool	Y
= 17	Kevin Jessop	20	Liverpool	Y
= 17	David Mitchell	20	Liverpool	Y
= 17	Tom Roche	20	Liverpool	Y
= 17	Barry Wilkinson	20	Pendle	Y
= 17	Les Eltringham	20	Pendle	Y
= 17	Peter Schofield	20	Pendle	Y

Only Showing those Marshals
that Have Qualified (32)
86 Marshals have scored points

Individual Championship

O/A	Competitor	pts	Q	Club
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2019 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Bolton-le-Moors CC	272	1	1
Clitheroe & DMC	268	2	2
Warrington & DMC	238	3	3
U17MC-NW0	213	4	4
Wigan & DMC	67	7	10
Preston MC	32	8	14
Liverpool MC	11	9	19
Longton & DMC	0	9	=20

Division B		Position	
Club	Points	Div	O/A
Airedale & Pennine MCC	173	1	5
Garstang & Preston MC	106	2	7
Matlock MC	93	3	8
Stockport 061 MC	79	4	9
Accrington MSC	56	5	12
Wallasey MC	39	6	13
Blackpool South Shore MC	26	7	16
Pendle & DMC	23	8	17

Division C		Position	
Club	Points	Div	O/A
Knutsford & DMC	169	1	6
Hexham & DMC	29	2	15
Knowldale CC	12	3	18
Manx AS	0	=4	=20
Lancashire A.C.	0	=4	=20
High Moor MC	0	=4	=20
CSMA (NW)	0	=4	=20
Lightning MSC	0	=4	=20
Mull CC	0	=4	=20
2300	0	=4	=20
Motor Sport North West	0	=4	=20

Updated 20th March 2019

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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 : April to July

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
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
8-Jun	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 1	Barbon
9-Jun	Stage Rally	Yes	Blackpool South Shore	Keith Frecker Stages	Weeton
9 Jun	PCA	Yes	Airedale & Pennine	PCA 5	Rock & Heifer
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	PCA	Yes	Airedale & Pennine	PCA 5	Rock & Heifer
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

Sprint & Hillclimb

Stage Rallies

Road Rallies

Non Race/Rally

Training

2019 SD34MSG Calendar : Aug — December

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
11 Aug	PCA	Yes	Airedale & Pennine	PCA	Rock & Heifer
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	
8 Sep	PCA	Yes	Airedale & Pennine	PCA	Rock & Heifer
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
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



SD34MSG Bi-Monthly Meeting Highlights - March 20th

- All clubs had now paid their 2019 subscriptions.
- Championship registrations are coming in regularly helping to bank balance.
- It was agreed to donate to the North West Air Ambulance from the proceeds of the presentation evening and to the Rosemere Cancer Foundation in memory of Gavin Frew as it was nominated charity.
- Everyone wished Maurice Ellison a speedy recovery after his serious fall recently.
- The CDMC Primrose Rally has been cancelled partly due to the loss of Maurice Ellison being able to organise it following his serious accident.
- APMCC asked to add 6 more PCA's into the calendar however the first two dates were less than 2 months of the meeting so could not be included. Events on 9th June, 7th July, 11th August and 8th September plus a grass autotest on 13th July will be added.
- The RLO was not present but the PR'ing for the LFNWS had been going very well with very few complaints from the residents.
- The latest championship positions were read out and are included within this issue.
- There was query over the awarding of marshal points in the disciplines so this was to be investigated.
- To date there had been 114 championship registrations, already more than last year.
- The next ANCC meeting will be held on 8th April.
- The last ANWCC meeting was held on 12th February and it was the AGM. There was little to report from it other than the meeting venue will change to the Kilton Inn on the A50 at Hoo Green near Knutsford WA16 0PZ.
- The next SD34 MSG bi-monthly meeting will be on 15th May at The Poachers, Bamber Bridge.
- The 2018 SD34 MSG Awards Presentation Evening was held on Friday 22nd February at Blackburn Rugby Club and it was success. Given the expenses we may need to consider increasing the ticket price in the future. Thanks were given to Gary Heslop and Tracey Smith for organising the trophies and to the CDMC for the event organisation.
- The chairman handed over the Division C trophy to the LDMC representative and he had previously handed the replica glass for the Brian Molyneux Award to Steve Kenyon.
- It was noted that of the 27 clubs ~10 clubs do not have any registered championship contenders and yet they have some out there competing.
- Tracey Smith is now a Motorsport UK Training Coordinator so if any clubs want some training then Tracey is the lady to contact.

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SD34MSG 2019 Championship Rounds by Discipline at a Glance

Road Rally Championship 2019

Date	Event	Organising Club
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
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
9 Jun	PCA 6	Airedale & Pennine
23 Jun	AutoSOLO, PCA & Autotest	CSMA
30 Jun	PCT Ingleton	Clitheroe & DMC
7 JUL	Tim Sargeant Autotest	Knutsford & DMC
7 Jul	PCA 7	Airedale & Pennine
9 Jun	Grass AQuototest	Airedale & Pennine
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)
11 Aug	PCA 8	Airedale & Pennine
25 Aug	Ormskirk AutoSOLO	Bolton-le-Moors CC
8 Sep	PCA 9	Airedale & Pennine
14 Sep	AutoSOLO, PCA	U17MC (NW)
15 Sep	AutoSOLO, PCA & Autotest	U17MC (NW)
15 Sep	AutoSOLO, PCA & Autotest	Warrington & DMC
13 Oct	PCA 10	Airedale & Pennine
27 Oct	Wern Ddu PCA	Warrington & DMC
27 Oct	Jubilee AutoSOLO	Knutsford & DMC
10 Nov	PCA 11	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 12	Airedale & Pennine

Stage Rally Championship 2019

Date	Event	Organising Club
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,

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

2019 Scatter Rally Series Championship Table Result Following R 3 (March)

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	45	5	Alivia Corps	36
6	Phil Shaw	33	6	Elliott Shaw	33
7	Dominic Mctear	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			

Lancashire Automobile Club



2019 Calendar of Events

**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 navigationally 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.

Forthcoming Events at Clitheroe & DMC : APRIL (ish)

Tuesday April 2nd

Jim Brindle

Minis, Minis & More Minis



Tuesday April 9th

Committee Night



Tuesday April 16th

Rob Cotton



Tuesday April 23rd

Catch Up Night

Who's done What, Where & When

Tuesday April 30th

??????????

Sunday May 5th

**Heidi's 'Happy Birthday'
Beer Rally, Lancaster**

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:

Liverpool Motor Club needs you!

We need marshals for our Sprints on the historic Aintree Circuit on 27th April, 29th June and 7th September and for the Speed Hillclimbs at spectacular Barbon Manor on 8th June and 6th July.

Previous experience isn't essential, nor are orange overalls.

Motorsport UK registration is not required; inexperienced marshals will always be placed with our regular marshals.

Don't want to go track-side? You could also help at start-line, or in the assembly area.

Interested? For more information, see our website at www.liverpoolmotorclub.com/marshalling

All our sprints & hillclimbs are qualifying events for the SD34 Marshals' Championship, and the ANWCC Marshals' Championship.

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



Knutsford District Motor Club



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

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

www.knutsfordmotorclub.co.uk



meet **every Thursday**
at **Fiveways**,

Macclesfield Road, Hazel Grove,
Stockport, Cheshire, SK7 6BE
from about **20.30**

Hexham & DMC

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



WALLASEY MC

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

Port Sunlight Village Social Club,
Bridge St, Port Sunlight
CH62 4UP

Awards evening 23rd February

A good night was had by all who attended.

57-60 people attended.

Good food, Band and the night ran smoothly.

Club paid for food for 75 based on those who said they were coming, but didn't turn up and pay on the night – next year, maybe tickets in advance ONLY.

Big thanks to all involved in the setup, especially Steve T and Neill C.

Annual Majorca rally



A small army of Blackpool South Shore Motor Club members descended upon the Legend Fires North West Stages Rally in partnership with Simpson's Skoda, in hope of bringing some silver ware back to their seaside base.

Top finish on the day by a South Shore member came from John Stone, who's Legend Fires company are the rally's long term main sponsor. Stone and co-driver Jack Morton had endured a trying day finding suitable suspension settings on their Ford Fiesta RS WRC. They survived a near roll on the final Staynall stage, right in front of the packed spectator area, and finished the rally in eleventh place.

With most of the stage mileage being within the Borough of Wyre, Hambleton duo Simon Bowen and Richard Robinson, who won the rally in 2017 in their ex-Petter Solberg Subaru Impreza WRC, were amongst the favourites on home ground. They set the early pace setting fastest times on all three opening stages but a broken rear differential on the following Weeton stage saw them slip to sixteenth place. Once that was replaced at the Myerscough College service halt they set more fastest stage times, gaining ten places, before clutch failure finally put paid to their rally.

South Shore crews were amongst the prizes however as Graham Butler and Chris O'Connor brought their GBR-nutrition.com Ford Escort RS1800 home first in the class for Historic cars. More prizes came South Shore's way in the 1600cc class where Neil Wearden and Callum Cross finished second in the Head Dyke Garage Hyundai i20. The Benson brothers, David and Steven, took the third in that class awards in the Iain Gorrie Motor Engineer Honda Civic.

It didn't end there either as more prizes came South Shore's way with David Gratrix and Iain Reece also taking third in class awards, theirs in the 2000cc category, in their Renault Clio 182.

Though not in the prizes a host of other South Shore members made the finish, a superb effort given that a third of the 116 cars that started the rally failed to make it through to the end. Adrian Atkinson and Paul Reader brought their Warden Construction Mitsubishi Lancer Evo6 home in 37th place three places ahead of Matt Daniels who guided Manxman Sean Kelly home in his Lancer Evo9. Dave Riley and Gary Dillon finished 47th in their Lancer Evo4 while Chris Sharpe-Simkiss helped Tim Metcalf finish 56th in an Escort Mk2.

It wasn't a good day however for Mark Holmes and Craig Simkiss who were forced into retirement on the rally's second stage when the cambelt broke on their MG Metro 6R4. Barry Armer was another who failed to finish after Michael Holland's Impreza developed an electrical issue.

Phil James



Malcolm Wilson Stages Rally

Tony Vart : Car No. 52

An event I had spectated on a few times over the years, but I have never had an opportunity to do it – until this year when along came an offer from Rob Wright to sit in his Mk2. Rob was a few rallies into a comeback after a lengthy layoff, but his past included a red Mk2, an Escort Cosworth and then a RWD Fiesta which had the Cosworth engine installed - very decent results at the time suggested that Rob could pedal a bit – and he can as I was to find out. Now when I say MK2, I mean an absolutely immaculate self-build, including the engine – a two litre Duratec on TB's (250 bhp) mated to a Quaife sequential gearbox driving a fairly standard set up in terms of Bilsteins and AP brakes all round. I am not sure I have seen a better prepared forest car tbf – ok this was only the fourth event of Robs comeback after a long while out but even so – a stunning build to Robs credit. I had wandered up to Robs place near Whitehaven prior to the event and it is fair to say that the seat was a bit narrow- now I am no lightweight but this was the first time I had sat on, as against, in a seat...it was shades of Mansell trying to get his backside into a McLaren all over again! Easy solution though as Rob very kindly got hold of and fitted another seat of size "comfort fit" ... (like my jeans....). Scrutineering was a quick run though a M-Sport tent placed in Cockermouths High Street but it's a real shame for the organisers that it was a dire day, which I presume stopped a lot of folk coming out to watch as it was very quiet as we left...we did have a lucky escape though as I nearly pulled the extinguisher handle instead of the electrical cut-off in a moment of old age!

The start itself the following morning was at the excellent M-Sport premises at Dovenby Hall, but the morning brought more rain and a covering of snow on the higher ground. Now all seemed calm, until we realised that we only had one intercom for the road sections, but M-Sport came to the rescue as Rob managed to borrow one from their recce pool – hence this day would become the one and only time I would be privileged to be wearing official M-Sport teamwear.... lol. The initial two stages in Hobcarton and Comb were very slippery indeed and in one short section rough, but it was enough for me to sense that both car and driver were excellent and that a good day was in order. The next stage was Greystoke and whilst I had watched there several times this was my first competitive visit – and I was slightly surprised at just how quick it is...shades of Dalby in places. Suffice to say the car really shone here as we beat both the eventual 2WD winner and the up to 2 litre class victors with the engine/gearbox proving great to listen to on the long straights – next into service at Penrith where only routine checks by Geoff and Dave were needed (with Rob anxiously looking over their shoulders... J). A lengthy run down to Grizedale- High Man for two short runs before a short road section leading to the main stage of the event – the 12 miler in Grizedale itself. It was here that the event suffered a delay with some confusion as to whether co-drivers needed to walk up to the stage arrival control to obtain their due time – I did but many didn't, and I feel that possibly some clarification is needed on this point – having had to do it previously in the dark on an event I felt it wasn't best practice to be honest.

Continued on Page 20



Photos Courtesy of Carl Leavoid

Three Sisters Organised Car Events for the next few months...

Car Track Attack

Track Attack Days are an increasingly popular way to find out just how well your car performs within the safe confines of a licensed race circuit. These days are an opportunity to meet like-minded car and driving enthusiasts excited by the opportunity to put their car through its paces. All you need is a road legal car, current MOT and your driving licence!

Upcoming dates for Track Attack are;

- Sunday 7th April – featuring Retrobeutes
- Saturday 11th May – featuring Extreme BHP
- Sunday 16th June – featuring Escortis

<https://threesisterscircuit.co.uk/cars-bikes/car-track-attack-days>

Car Track Days

Learn the art of track driving at the Three Sisters Circuit on our Car Track Days. You don't need circuit driving experience and can be a perfect introduction to track day driving. We now have 3 separate groups; Novice, Road-Car and Track Cars and gives everyone a fair opportunity to utilise the circuit to its full potential.

Our upcoming Car Track Days are;

- Tuesday 23rd April
- Monday 13th May
- Monday 17th June

<https://threesisterscircuit.co.uk/cars-bikes/car-track-days>

Liverpool Motor Club **Aintree Sprint** 27th April

A round of the SD34 Sprint & Hillclimb Championship & the ANWCC Sprint Championship.

There's still lots of space available in the Aintree Spring Sprint on 27th April.

The Caterham Academy isn't with us this year, so there will be plenty of runs for everyone.

You can enter quickly on-line at

www.liverpoolmotorclub.com/aintree-sprints

Car not ready yet? Enter the event anyway and if your car still isn't ready in time, tell us by 24th April and we will transfer your entry to another Aintree Sprint, or we'll refund you entry fees in full if you prefer.

We're also taking entries for Aintree Sprints on 29th June & 7th September and the exciting Barbon Speed Hillclimbs on June 8th & July 6th.

www.liverpoolmotorclub.com

Malcolm Wilson Stages *Continued from page 19*

The stage itself is superb as many of you know- the never-ending sequence of bends must make it one of the best in the country surely although we weren't particularly quick compared to the 2WD frontrunners, with Rob observing that the level of grip fell away rapidly after the half way point. (post event debate pointed to us having far too high a tyre pressure setting – next event will tell I suspect). An extremely tightly timed road section (and a near miss with a badly driven R5 coming the other way!) led the crews to Broughton Moor where it was great to see the CDMC team out in force and dishing out abuse and banter in equal measure. No dramas for us but we both felt it was a niggly stage – an extremely tedious road section led us back up to Penrith Service – the Lakes on a Saturday afternoon does not make for stress free flowing driving! Again, no issues for the lads to solve before the trip back to Greystoke for the final stage before the finish back at the Auction Mart where we discovered we had finished an excellent 17th o/a and second in class. Suffice to say we were both happy with that as there is definitely more to come from Rob this year as he accumulates seat time and the car is a potential class winner without any doubt in my eyes – whether there is any more to come from old man Varty, that is yet to be seen – Rally North Wales in the 'Beam will be the measure!!

In summary a long day with the geography of the area contributing to the lengthy road mileage with many thanks to Rob for the seat plus Geoff and Dave for looking after us on the day. Well marshalled and organised event in at times poor weather. Good luck to Rob and the team for the remainder of the BTRDA campaign.

Tony Vart : Car52 Co-driver
Clitheroe & District Motor Club



Pendle & DMC + Garstang & Preston MC
Tilemaster
Lee Holland Memorial Stages
March 17th



On only his second ever competitive drive in a rally car, Penrith-born driver Frank Bird followed up a stunning performance on his stage rally debut at Donington Park two weeks ago with a fantastic outright victory on today's Tilemaster Adhesives Lee Holland Memorial Rally 2019 at Anglesey.

Contesting the penultimate round of the competitive Motorsport News Circuit Rally Championship with MSVR, the 19-year-old Cumbrian along with Hexham co-driver Jack Morton in the Dom Buckley Motorsport/IRS-prepared Ford Focus WRC07, with backing from Frank Bird Poultry, Be Wiser Insurance, Fuchs Silkolene, PBM and Hager, lost time on the opening stage before upping the pace.

From 20th place overall, Bird set fastest time on SS2 to move up to ninth before a pair of fastest times on SS3 and SS4 had him and Morton up to third overall at the lunchtime halt behind the experienced Guy Smith (Ford Fiesta) and defending champion Chris West (Peugeot 306).

Frank continued where he left off and he hit the front on SS6 to lead by 25 seconds and he held on over the final two stages, setting fastest time on those as well for good measure, to cross the finish ramp over a minute ahead of runner-up West, to claim a sensational outright victory after his class win on his debut.

Frank Bird: *"What a day, I can't quite believe it! My second ever rally and I ended up winning it! The first stage didn't quite go to plan again as I stalled it on a tight hairpin and lost about 30 seconds. But after that we just kept chipping away at the leaders, winning seven out of the eight stages. Jack once again was brilliant, he helped so much, and the car was great all day so thanks to the team and of course thanks to my dad and our sponsors."*



Pirelli Welsh Rally Championship

ROUND ONE:

VISIT CONWY
CAMBRIAN RALLY

16th February

Russ Thompson scored maximum championship points on the opening round, the Llandudno-based Visit Conwy Cambrian Rally.

Thompson and co-driver Andy Murphy were the first crew to leave the town centre start and set the pace on the opening stages. They went on to finish second overall behind Steve Simpson, who was not registered for championship points, and his navigator Mark Glennester. Glennester collected the maximum points haul for registered co-drivers.

Provisional Championship standings

- 1 Russ Thompson – 30 points
- 2 Scott Faulkner – 27
- 3 Richard Hill – 25

*Work is already underway
for an Irish Hard Border*



**Pendle & DMC + Garstang & Preston MC
Tilemaster**

Lee Holland Memorial Stages

March 17th

Two weeks after the Donington Round, we were out again for the Lee Holland Stages at Anglesey in the Paul Sheard prepared Mazda Mx5 mk2. With a threat of a divorce or at the very least a stern look from Holly I decided a full weekend away wasn't wise, so elected to go down on the Sunday morning instead and leave the scrutineering responsibility for the lads. Having done a rally trackday on the Friday at Anglesey with my dad in our old BMW Compact road car, I was looking forward to a good performance in a car that is actually able to turn. My regular co-driver wasn't available, so Adrian Lloyd stepped up to the plate having done the AGBO Historic Stages the day before (what an enthusiastic guy I thought).

Conditions were good for the first stage of the day, so I decided to watch from the start line the top 30 cars as we were seeded 69 (some people's favourite number wink wink). At this point I realised how strong a field there was at Anglesey, some absolute top cars including the Ray Read Audi Quattro and a bunch of Darian's. Onto the start line for myself and Adrian, and away we went. The first stage went really well and was good to have a go on some gravel at the top end. The second stage was going great, we were catching Adam and Ray Ripper in the mega Micra (I think they must have had a mistake of their own for us to catch them). We got onto the gravel section and I think the red mist must have set in as I overcooked it going into a left hander, and we ended up in some dodgy undergrowth. A rally drivers worst nightmare as when we tried to back out we were going nowhere. Thankfully there were 2 marshals on situ to push us out, so after that only 30 seconds were lost. It could have been much worse! Thankyou I'm sorry we didn't catch your names but you saved our day.

Stage 3 and 4 were wet, very wet. The lads changed us onto wet tyres which did help, and once again we were enjoying some sideways action although as Adrian pointed out: although it looks and feels good it does cost you time. As the day went on the sun came out again so we were back onto our dry tyres. Anglesey is a cracking venue to run a rally, so many variations of stages and good places for the crowd to watch. While on the subject of the crowd, my mum and dad arrived to watch the rest of the rally. They provided us with some great support (by support I mean toast and bananas). My mum was disappointed that Paul O'Neill had pulled out of the event as she had some new jokes to share with him. Ian Woodhouse had replaced Paul in the mk1 Mx5 and by this point was absolutely flying finishing 13th overall by the end of the day! What a legend.

Third time round on the gravel section on Stage 7 we had a minor bash into some of the tyres as the gravel was really cut up bad, so we decided to take it easy through the rest of the gravel. By the end of the rally we were absolutely made up to see we had finished 29th overall out of 72 entries. Anglesey really does suit the little Mazda's as there is a lot of tight and twisty stuff plus some fast bends where you can keep it flat. Steve Dolman in the mk3 Mx5 finished 22nd overall which was fantastic as he has been getting quicker and quicker throughout the year. My heroes of the rally nomination goes to Will and Archie Cooper. They had entered their mk2 Mx5 into the standard class and put in a great performance to finish 2nd in class and 38th overall. As a pair of teenagers to run your own car was fantastic I thought and a lovely pair they were. Thank you to Adrian, Paul Sheard and the team, the organisers, crowd, mum & dad and of course the marshals. Can't wait to be back again.



**Picture credits to SMJ and
Islwyn's Motorsport Photography.**

Paul Gorge, Liverpool Motor Club



Pendle & DMC + Garstang & Preston MC

Tilemaster Lee Holland Memorial Stages

March 17th

Geoff (Roberts) wanted to do this event just for a bit of a test before we do the Manx National in his Darrian T90, although we were winning the event two years previously, we didn't fancy our chances this year with weather forecasting rain, and plenty of it, and a handful of WRC and R5 cars out, and Geoff only bringing down the crappy tyres to use up!

SS1. its dry, but we have some Dunlop tyres on, that must be ten years old, we lose a few seconds catching a Subaru up, round the buildings, Geoff drops back a few yards on the rough stuff, not wanting to damage the heated screen with stones flying up, were 9th and forth 2 wheel drive, not too bad.

SS2 and the rain starts to come down as were on the start line, we drop down to 10th.

SS3 we change on to an inter, and up to 7th, but we get baulked again, in to service, Geoff's happy enough on the Inter, until I call ten minutes (till were out) and it starts chucking it down, he calls for full wets on the front, hes got some new Michelin wets in the van (hes getting serious now) there on brand new rims as well, me and Geoff stay in the car, Andrew and Mike jack the car up, old rims off, new rims!!!! There's a problem, the studs had expanded so much the new rims wont go on, its only a midges d!ck out, Geoff sends them over to the tyre van to get them swapped over, I go to ATC4 to get my minute, no matter how much bribery I try, the marshal wont give it me, the car pulls up, were four minutes late, "I will sort after" just push to the front of the starting line. No problems, we end up still seventh, I go to the results room, and there we picked up on our four minutes late, and theres no lateness allowed on the MSN rounds.

"Right lads, pack up were going home, save the car and fuel, for the Manx, test over" I explain to Geoff the situation, and he agrees, car 1 had just taken car 11 off, and there seem to be a lot of damaged cars coming in, were not being defeatist, but if we were damage the body work or suspension, we might not have time to get replacements made before the Manx, thanks again to the marshals.

**Geoff Roberts / Terry Martin : Clitheroe & DMC :
Darrian T90 2300**

On the outskirts of a small town, there was a big, old pecan tree just inside the cemetery fence. One day, two boys filled up a bucketful of nuts and sat down by the tree, out of sight, and began dividing the nuts.

"One for you, one for me, one for you, one for me," said one boy. Several dropped and rolled down toward the fence. Another boy came riding along the road on his bicycle. As he passed, he thought he heard voices from inside the cemetery. He slowed down to investigate. Sure enough, he heard, "One for you, one for me, one for you, one for me"

He just knew what it was. He jumped back on his bike and rode off. Just around the bend, he met an old man with a cane, hobbling along.

"Come here quick," said the boy, "you won't believe what I heard! The Devil and the Lord are down at the cemetery dividing up the souls!"

The man said, "Beat it, kid, can't you see it's hard for me to walk." When the boy insisted though, the man hobbled slowly to the cemetery.

Standing by the fence they heard, "One for you, one for me. One for you, one for me."

The old man whispered, "Boy, you've been tellin' me the truth. Let's see if we can see the Lord...?" Shaking with fear, they peered through the fence, yet were still unable to see anything. The old man and the boy gripped the wrought iron bars of the fence tighter and tighter as they tried to get a glimpse of the Lord.

At last, they heard, **"One for you, one for me. That's all. Now let's go get those nuts by the fence and we'll be done."**

The old man beat the boy to the gate

Three biker buddies are sitting in a bar. A man, who's already heavily intoxicated, walks in, sits down and orders a drink.

The man looks around and sees the three bikers sitting at a table in a corner of the bar. He gets up, staggers over to their table, and leans over it.

Looking the biggest of the three men in the eye, the drunk man says:

"I went by your grandma's house and saw her completely naked in the hallway. Man, she's fine!"

The biker looks at the drunk man and doesn't say anything. His buddies look confused because people have had their faces kicked in for saying less than that to him in the past.

Leaning against the table once more, the drunk man says: "I got it on with your grandma too. She's the best I ever had!"

Still no response is received from the biker, however, his buddies are now starting to get angry.

The drunk man continues: "I'll tell you something else too – your grandma loved it!"

At long last, the biker stands up and says: **"Dammit Grandpa, you're drunk! Just go home!"**

Legend Fires North West Stages

Andy Leach : Co-Driver : Car 1

Having now had some sleep, and a day with my two boys, I thought I'd share my thoughts on the Legend Fires North West Stages 2019

In a word.... Wow !

I've been rallying since 1994, and without doubt that was the best motorsport experience I've had. The atmosphere right from the recce through to the finish ramp was just brilliant.

From our perspective, with the sole exception of a delay on Stage 10 due to a rogue member of the public being on the stage, the event ran perfectly to time. Most single venue events you go to don't manage to achieve that. This isn't down to luck, it was because clearly a huge amount of work had gone into the planning and execution of the event, by a very experienced team of people.

The choice of stages was also excellent. I think that Nicky Nook was my favourite, it had just about everything you could possibly fit into 7.5km

I have to confess that I did feel a bit of a fraud sitting beside Arron at Car 1 for this event. He had earned the right to be there by winning in 2017, but I hadn't. So I was a little apprehensive about where I found myself. I'd done a large event on notes before, but that was well over 20 years ago, and it was in a 1.3L Vauxhall Nova. My self doubt wasn't really helped when Bob Milloy helpfully pointed out to us and the thousands of people in Garstang on Friday night that I'd "Just been mechanicing for Arron" when he won the event. He then turned the microphone in my direction and expected me to say something. Thanks Bob !

Saturday morning arrives, and before you know it you've had all the thumbs up from the team, you've been waved off by the Mayor, you've got your time on your first time card, and you're on the way to Stage 1. In the 25 minutes it took to make our way to the stage, I must have had 1001 'What If?' thoughts go through my mind. Most of which involved the theme of 'It's all very well watching the DVD and reading our notes at the speed Brian goes through at, but now I've to do it for real !' People have asked me if it's frightening being a co-driver. Well I can only say that not one of the thoughts racing through my mind involved any doubt in either Arron's ability or that of the car.

It was always going to be a near impossible task for us to keep up with the times of those around us. I had glanced in the mirror at the start of the stage, and all I could see was WRC & R5 cars, along with their crews who had all been competing in the last few weeks. Our last event together was over 12 months ago.

We finished the day 5th overall in the middle of the WRC and R5 cars. A brilliant result for us.

So now there's a few thanks I need to mention

Dave Read and all the organising team, marshals, time keepers, radio crews, safety crews etc. There must have been hundreds and hundreds of them involved. Thanks to every one of you. We as competitors couldn't do what we do, if you didn't do what you do.

All the sponsors and backers. I know that John Stone especially has been instrumental in getting the event not only to run, but to be as great as it was. John - you can have a rest now until next year !

TEG Sport - the team behind us. We couldn't possibly do without you. I think we had twelve with us on Saturday. But it's not just about the actual event, it's about all the time and effort and thought not to mention funding that goes into ensuring we get to an event as well prepared as we do. Thanks to you all, it's greatly appreciated.

Our families. It goes without saying that we couldn't do any of this without your support. Whilst we go out and enjoy ourselves, you have to wait to hear we're ok. You suffer us when we're getting wound up, and yet still let us go and do it all over again ! Saying thanks somehow doesn't seem enough....

Finally, Arron... That was the ride of my life mate. You didn't put a foot wrong all day, and brought us back with not a scratch on the car. To drive the way you did with the added pressure of what this event meant in terms of the new format etc, well I take my hat off to you ! Thanks for having the trust enough to let me come along for the ride.

So as I said at the start of this... Wow !

Thanks



Andy Leach / Arron Newby : Car 1 : 5th O/A

Legend Fires North West Stages

Adrian Lloyd : Co- Driver Car 103

Friday evening I met up with Steve Cotton and his son Rob and mechanics.

We headed off to Garstang for the ceremonial start.

This being the first time for the LFNW stages using closed roads, making history for this event.

We both didn't know what to expect really ,both being amazed how good and very well supported.

A amazing amount of people had turned out in the cold to see these cars for the first time in Garstang Hight st, having a starting ramp and the Mayor being present too, Bob Malloy on the commentary doing a great job.

Quite a lot of people taking interest in the Toyota iQ, being totally different to the usual rally car seen, photos being taken by a few.

Ssturday morning was a good dry start to the day staying that way throughout.

We set off from the start at Myerscough College, at our time of 19-20, this being headquarters and service area for the event which was a great location.

Heading off up to our first stage of the day Nicky Nook.

This was just fantastic, closed roads, great twisting lanes just brilliant, getting used to pacenotes for the first time was challenging!!.

Onto the next stage, Hawthornthwaite, again lovely flowing fast lanes , . . through here too with no moments..

Stage three Staynall, this was cancelled, I know Mark Kelly had gone off in this stage and some others too as Steve looks after Marks car..

From the start we drove slowly through Staynall stage heading up to Weeton for stage four this Steve had not done before.

We arrived with a few minutes to spare to change the wheels for tyres with a different cut in the them.

Weeton went well apart from a spin on the left right before hairpin left along the back straight, not part of Steve's plan!!!!..

After a return to the College for first proper service and re-fuel it was onto Nicky Nook, a gain fast flowing lanes, tight, lots of left foot braking from Steve keeping the car going fast through the corners considering it's mere 65 bhp!!

What a fantastic driver Steve is, very talented, keeping this car flowing, more noticeable in Weeton through the Square lefts and right, past the merge into a medium right opens, round the hairpins keeping the car controlled and stable.

It was a real pleasure to sit with him, completely enjoyed my experience with this car too, grips the road really well.

Would like to thank Steve, son Rob and his team of mechanics and service vehicle crew.

Adrian Lloyd : Liverpool MC



Legendfires



Nicky Nook SS1, SS5 & SS9

Day One of Set-Up; The intrepid CDMC quintet of Lewis, Varty, Buckel, Young plus Broadbent (very much the senior) leapt into action today - well we did after a superb mid-morning breakfast in an absolutely jammed Booths café (no sign of a recession in Garstang today!) full of pensioners...hang on that's us apart from the young Buckel (and he aint far off looking at him!). After a mid-day equipment pick -up from Rally HQ at Myerscough, stakes, tape, staples, orange mesh plus signage were the order of the day - sounds like a bondage party to be fair but one can't be too careful with two MG ZTs in the team.....The CDMC equipment carrier – The Lewis van continues to confound all ...by starting every time although even Steve thought it was a goner at one stall! Lewis regaled all who would listen about his driving days on last century NWS events and we even managed to capture him getting the van sideways as he got all nostalgic..... LoL. The spectator points came in for special attention...we performed a proof loading on the David Nolan Construction (GPMC) designed and built spectator access bridge.....now having had Dave do some work on my semi-detached box in the past, I know he is decent on home maintenance and renovations but this might be a first for him... but it did pass the Varty test - Buckel observed minimal main spar deflection as Varty bounced his not inconsiderable frame on it...what could possibly go wrong Dave!? A relatively early finish saw much done but far more to do on the morrow.....

Day Two of Set-Up; An earlier start saw the team, now including Hewlett the Senior in the Vivaro Doggermobile, and Pedley the Senior but less Buckel (who claimed he had to work!) enjoying a A6 chuck wagon supplied full English on a barm to kick the day off...The day consisted of lots of even more taping and stakings, more of the orange mesh (which I am led to believe emits an R5 repelling force field under attack), lots of bales and tractor work by an absolute star of a farmer whose first thought was who was going to pay him and oh by the way the price had more than doubled!! Without him and his can-do attitude we would have been goosed to be fair – he was worth £500 at least!! We enjoyed a bale wrapping contest which was won easily by Lewis and Hewlett working in tandem plus many other tasks too numerous to recall including Terry Martin who by now had appeared – just in time to direct the portaloo lorry to the right drop-off! J. An interesting aside was our observation of the recce car selection...it ranged from a £300 ono Nissan Micra with 2 days MoT left to a very new Aston Martin...seriously!!! It was a day when the Hewlett Vivaro must have gone up and down the rally route at least twenty times – he has no excuse now for lagging behind on this section in this year's Clitheronian!!



Continued on Page 27

Continued from Page 26

Legend Fires North West Stages : Nicky Nook

Late on the team was bolstered by the arrival of Stage Management in the form of Broadbent Jnr who had finally dragged himself away from all the Lancaster female students - not that the tea the final four enjoyed was of a romantic nature - sat on a bench outside the Scorton A6 Chippy eating a fish supper by headtorch at 20.00hrs is hardly Monte Carlo!! Thank you also to the Stockport contingent who also put in a fine shift with the stage furniture etc. Finally, I managed to capture Tel on camera who was observed modelling his new rally onesie - all I can say is no wonder the female horse rider gave him short shrift when he started his usual routine....

Day Three started early as I must have been one of the first on stage and I must say at J3a the noise of wildlife and views as daybreak rose were magical. Now J3a proved to be a slightly solitary vigil with a non-rallying supporter as a resident – only by taking an interest in his sailing yacht and old sand yachts did I establish some rapport – he wanted to see E-Types and multiple rolls (but not on his verge!!) so instead of that the noise of the safety car sirens and competitors anti-lag systems weren't too popular really. At the end of the day he didn't seem any more impressed than he was at the start but had accepted it all happening with good grace so if the event organisers can initiate a class for old classic British sports cars, we might have a convert. What was interesting that opposite his house looked like a forest that had been subject to heavy logging but was in fact an area of land that had been cleared of rhododendrons in return for cash – I hadn't realised that this species of plant can stunt all other growth and is being systematically cleared in large areas – a shame as the householder said it looked beautiful when in bloom and now the area looks desolate. No real incidents to report although the pick of the tryers were Darren Atkinson, Nigel Worswick and Ross Brusby with some of the FWD cars weaving all over the road under power – some cars looked difficult to drive tbh. A C2 parked up in my drive opening after its gearbox exploded fifty yards down the road – looked expensive unless a second-hand replacement can be sourced. It was also good to talk to Moz Ellison who was doing the radio at the next junction – his carers for the day were Hewlett & Hewlett (sounds like a dodgy second-hand car outfit – although they do have some dodgy cars tbf!!) who managed to cope with the GOG's requests to get his Zimmer and crutches ready when he wanted to stretch his legs – well done chaps and good to see Moz starting to regain his fitness. The pack up was uneventful but involved much dicking about shifting signs and stakes but it was good to see that the Nolan Bridge had survived a healthy pummelling from spectators without issue ...but it was a knackered team that went home in the dark again. Hopefully all the post event feedback is positive and with lessons learnt we can do it all again next year!!

Tony Vart : Clitheroe & DMC





Legendfires 

The event consisted of 12 stages split into three repeated loops. Conditions were perfect on the day with dry bright conditions but the amount of rain in the preceding weeks had left the narrow lanes still wet and slippery in places.

Thrown into the mix was Weeton army camp which has totally different stage characteristics, making tyre and set up choices a compromise. The first loop went well, we caught a car in stage 1 but had a good feeling in the car straight away and enjoyed attacking closed roads again. No problems at service other than tracking was knocked out a bit at Weeton, changed tyres onto full slicks rather than cuts.

In the second loop the stages had dried further and were faster, but still contained slippery patches of mud and wet where you had to show caution to avoid the awaiting ditches. In the Staynall stage we were caught out over a crest into a tight left but luckily there was only grass verge beyond and we didn't lose much time scrabbling back on.

Swapped tyres around for the last loop but kept the same soft compound as conditions cooled in the late afternoon. We kept it neat and tidy and found a bit more pace. A delay ahead meant we just managed to get through the final stage at Weeton without the lamp pod.

All the above left Pete & Doddsy 23rd overall in the Evo, which is a respectable finish given the company we were in on such a high profile event. Thanks to all the team in service and doing chase, the car didn't miss a beat but even still nobody stopped working and it was a very long hard day.

Credit must go to the North West Stages organisers who provided an amazing rally with a great atmosphere. We didn't lose a single stage mile and considered the brand new format everything ran pretty smoothly, hopefully providing a great grounding for years to come.

Thanks to all the marshals and volunteers.

Well done to all who finished, congratulations to the winners Peter & Andrew in what was a close battle at the front all day."



Peter Gibson and Chris Dodds : Hexham & DMC



Photos Courtesy of Alistair Knox

Peter Gibson and Chris Dodds : Hexham & DMC



Well we did it, we've achieved the dream..... Closed Road motorsport!!!!

Now in the history books as the 2nd Closed Road Rally in England and the first in the North.

This was a massive learning curve for everybody, not just us organisers but the authorities, emergency services, the residents and local communities,

Now I've had chance to catch a breath it's time to say Thank You to the following people without whom we couldn't have done it.

Firstly John Stone and Susan Calvert of Legend Fires, not just for the financial backing, but for the encouragement and moral support you always bring. You are Legends!!

Wyre Borough Council and Lancashire County Council, who listened to our presentations, trusted and believed in us, then supported us so much over the past 12 months to ultimately grant us that valuable Motor Race Order!!

The 'Blue Light' Emergency Services – who worked with us so closely not just before the event but during it.

Motorsport UK, so helpful in the early days and ultimately granting us that permit allowing us to apply for Closed Roads.

Myerscough College, Belinda, Simon and all the Students who not only welcomed the event into their home but put so much effort into the event.

Garstang Town Council, Leah and Alec, plus the businesses and people of the town, we couldn't have asked for a better welcome – With thousands of people packing the High Street you are now famous for providing one of the best ever rally starts. What an amazing night Friday was.

All the Stage PR teams who have been visiting and talking to residents for the last 9 months, without their efforts none of this would have been possible.

The Farmers, residents and Parish Councils on the stage routes, we appreciate that letting us use your roads inconveniences you, but you all embraced the event and entered into the spirit.

Road Safety Services the traffic management company that provided the signage, staff and equipment for the road closures. Such an important job, perfectly executed. Simpsons Skoda and all other stage sponsors and advertisers who helped cover the cost of this mammoth undertaking.

The core Organising team who have committed 1000's of hours to make the rally happen, a massive workload shared by just a handful of people.

Then we have over 650 volunteers who worked on the day, not just out on the stages but in the back rooms as well, Safety Team, Radio, Rescue, Results, Set-up teams, Timing, Marshals, Commentators, Car park staff, programme sellers, etc.

The spectators who turned out in their thousands, it could have been a nightmare but they behaved impeccably making our jobs so much easier.

Last but not least, thank you to our partners for letting us spend so much time in achieving this dream. You have got us back now!!



Dave Read – Rally Director

Sons 3 – Fathers 1

Round 1 of the 2019 HRCR Mini Sport Cup, Jasper's Bakeries AGBO Historic Stages run by Owen Motor Club got off to an electric start, with 22 minis starting making up half of the 44 starters, including 4 fathers competing against their sons, and 6 crews new to the Championship, making this one of the most anticipated rallies for years!

Ages ranged from 16 years old to well past 70 years young, proving again the appeal of the iconic Classic Mini – who celebrates it's own 60th Birthday later this year. 4 previous Championship winners were on the entry, with 3 of those competing in the Mini Sport Cup.

With a shake up of the Classes this year, being based on the age of the car, and built to the specification that the cars ran in the day, with a category for Open Class cars – where they run outside the period historic modifications, there was a place for all Classic Minis.

The event included 10 stages across the Weston Park Estate in Staffordshire. John Cressey started first Mini at number 11, in his Open Class Car, followed by Clive King at 12 right behind, in the first of the Historic Class Cars, then followed by Andrew O'Hanlon, Shane Gamble and Peter Ellerby. Peter had damaged his car, whilst out competing on Epynt the weekend before, after skidding on ice into a rock, many late nights and a new front sub-frame, front panel and repaired gearbox saw him luckily make the start.

A horrendous weather forecast was predicting heavy rain & gale-force winds all day, but fortunately the heavens were kind to us, and rain held off until the finish! The previous days weather had left the stages wet & slippery, with the infamous Water Splash returning for 4 of the Stages, we had crew frantically applying water proofing to their Minis before the start.

Championship newcomers Harvey Stevens & Lawrence Selly were in trouble on the first stage, having caught up to the car in front, the crew aimed to overtake but unfortunately their Mini ended up slipping on to the grass & spinning out into a sturdy tree! Harvey & Lawrence escaped unscathed, however their Mini was ultimately written off... Despite the untimely end to their first event, the duo exclaimed that they really enjoyed the experience & have already been trying to track down another shell on Facebook to use.

In Category 1 Clive King & Anton Bird took the lead from the 1st Stage, much to the delight of Clive & Anton, who's competitive rivalry with team mates John Cressey & Martin Cressey always has the crews vying to be the quickest, however an unfortunate slide in to a straw bail in Stage 2 damaged the front wing and cost the pair valuable seconds (and their lead on John & Martin)! The trouble didn't stop there for Clive & Anton, who suffered with a flat Engine for the entirety of 2 Stages, before it was discovered that the Points had completely closed up! Thankfully, Mini Sport's Michael Anderson was on-hand in the Service Area, and solved the issue. Back out for the final 2 Stages and it was on the road section when the loss of 3rd & 4th Gear struck the pair a final blow, not being stopped that easily, the seasoned rally veterans ploughed on, to finish 1st Category 1, 2nd Mini Sport Cup & 9th overall!

Ken Pryce & Don James have upgraded from their usual 1 litre, to 1300cc, & had a steady run to take 2nd Category 1 & 9th Mini Sport Cup – only 7 seconds ahead of Peter Ellerby & Colin Tombs who finished 3rd Category 1 & 11th Mini Sport Cup. Rounding up the finishers was Shane Gamble & Bob Ward, who had the misfortune to take a Stage maximum on Stage 5, when a wire became detached behind the dash board & it took a lengthy time to repair, resulting in 4th Category 1 & 16th Mini Sport Cup.



AGBO Stages Rally : Continued from page 30

Having suffered with engine issues last season, Paul Price & Owain Thomas had the expertise of Clive King to their advantage, with Clive having built the engine for Paul, ahead of the 2019 Championship – with Paul under strict instructions from Clive to keep his hands off! Paul added that it was the best engine he'd ever had, unfortunately even this couldn't help Paul & Owain who were plagued with a broken Drive Shaft, forcing them to retire on Stage 7.

Category 2 saw 2 father & son battles with overall honours going to Mathew Davis & Abi Haycock ahead of Matt's father Eric Davis & Russell Joseph. It was an absolutely stellar starting event for Mathew & Abi, who having never competed in the Mini before gained a massive 20 places on their 31st seeding. Setting impressive Stage times throughout the rally, resulting in a tie between the pair & Ryan Taylor & Hollie Churchill, with both crews finishing the event with a time of 35:55! Despite Ryan & Hollie cinching 3rd place (by being quicker on Stage 1), Mathew & Abi proved they are the crew to be watched in 2019, finishing 1st Category 2 & 4th Mini Sport Cup!

2nd in Category 2 & 5th Mini Sport Cup, went to Andrew O'Hanlon & Bill Douglas who were challenging hard by the end of the day, Andrew getting used to the car again after an 18 month layoff. Eric Davis had developed a new start line technique for this event, which involved great clouds of smoke from Tyres, the Engine & anything else that could smoke! Apparently it paid off, the Clutch & Drive Shafts survived for them to finish 3rd in Category 2 & 7th Mini Sport Cup. Next up was 1275GT Clubman of Dave Evans & Tom Aleksandrowicz, who finished just 9 seconds behind Eric & Russell – 4th Category 2 & 8th Mini Sport Cup.

Craig King & his new co-driver Adrian Lloyd got on like a house on fire, having only met the Sunday before the event, it was also a new Mini for Craig & Adrian having acquired this Mini over Winter and prepared for the 2019 season! It was a good run on Stage 1, however Craig decided to take bend flat out in Stage 2, adding that, "I've had a theory for a few years now, that it's possible to take this corner flat if you're brave enough. Saturday, I discovered that it definitely is not flat out. We ended up going sideways in a field very quick. Luckily we missed all the stage furniture and didn't actually loose too much time, but at least I know now for future reference!" Finishing 10th Mini Sport Cup, Craig & Adrian really enjoyed the event, and are going to work on the engine & gearbox to unlock it's full potential – at present it's more suited to road than rally.

Stuart Hart & Catherine Farrell placed 12th Mini Sport Cup, meaning that another son managed to beat his father, with Nigel Hart & Shaun Lovegrove finished 15th Mini Sport Cup – after their throttle cable snapped on Stage 3 losing Nigel & Shaun nearly 3 minutes! Championship newcomers Callum Powell & Colin Powell pushed their Cooper S to place 14th Mini Sport Cup, with Julian Gore & the experienced John Cadwallader finishing 17th Mini Sport Cup. Returning competitor John Brooks & Phil Harvey were using their newly built 1275 GT replica of Tony Ponds Mini, fitted with 13inch wheels to finish 18th Mini Sport Cup. Undeterred by damp electrics, Andy Jarman & Paul Davies managed to maintain their 100% finishing record, placing 19th Mini Sport Cup.

As a result of Harvey Steven's unfortunate accident on Stage 1, it was down to young Jack Hartley & Gary Dawes to take the overall honours in Category 3, also setting very impressive Stage times to finish 6th Mini Sport Cup!

The final father & son battle boiled down to Ryan Taylor & Hollie Churchill, taking on Ryan's dad Paul Taylor & Jemma Taylor in the Open Class, with Ryan & Hollie pipping Paul & Jemma to the post, Paul & Jemma finished 13th Mini Sport Cup. After a hard day's rallying Ryan & Hollie finished the event on the exact same time as Mathew & Abi, luckily their faster times set in Stage 1 resulted in the 3rd place Mini Sport Cup being awarded to Ryan & Hollie! Much to Ryan's delight, as Ryan & Mathew were old school chums, who have been competitive with each other for many years now...

However, the open class was completely & utterly dominated by father & son team John Cressey & Martin Cressey. John spoke of Clive & Anton's early, "it would have helped if I'd of woken up sooner! I think I was a little cautious on Stage 1, but we really enjoyed it, and even played around with the suspension & ride height in the morning – which meant the car did what I wanted it to do!" Leaps & bounds ahead of everyone else, John & Martin finished the rally an entire minute ahead of the next crew – that just so happened to be Clive & Anton... With Anton adding that, "Old Man Cressey needs to slow down and let us past!" showing no signs of stopping, will John & Martin reign victorious at Dixies Historic Challenge on May 5th? Only time will tell!

The final results showed that 3 Sons had managed to beat their fathers, with only Clive King finishing ahead of son Craig King... Perhaps we should take note of the father & son crew – John & Martin, who joined forces to win – is this the way to go or will the fathers seek retribution at the next round?

Well done John & Martin!

The Yokohama prize of two regulation tyres, used throughout the Championship, was awarded to Craig King, Andy Jarman bagged himself the 5L of Penrite Classic Mini Oil, Paul Price won 4 mugs from Snap-On & the Questmead prize for best improvement on seeding went to Matt Davis – who was seeded 31st & finished 11th!

Overall Results:

1st Category 1 Clive King / Anton Bird

1st Category 2 Mathew Davis / Abi Haycock

1st Category 3 Jack Hartley / Gary Dawes

1st Open Class John Cressey / Martin Cressey

Report written by Clive King, John Hunt & Cara Jackson

Photos courtesy of Ian Francis, Michael Anderson & Rally Gallery



Having staying the Friday night in a lovely hotel in Muxton, Telford i woke saturday morning bright and early. After breakfast headed off to meet up with Craig and Clive whom i'd met the previous weekend where they reside in Dudley(had a fair idea how the Mini would perform as Craig took me out round some lovely country lanes). The car had been scrutineered by Craig the previous day so it was just down to me to have my equipment checked and sign on.

First stage went well, Craig finding the gearing too low, on take off the revs dropped then picked up, so he said he'd sort it hopefully before Dixies event in May.

The roads around Weston Park are fabulous, the bridge with a chicane on this event brought back memories of seeing this on TV, the Lombard RAC rallies..

Clive, Craig's Dad, his navigator Anton gave me a few pointers on where to give cautions and possibly flat out, Craig wasn't too sure on the flat out corner bit though!!..

Second stage went well, no issues, Craig pleased with the car being his first event in this new to him Mini, the suspension set up seem to work well.

Third stage Craig thought he'd try it "flat" on this medium plus corner at the far end of the stage after the right from the bridge through chicane.

Going into this "flat" right appeared ok but did tighten slightly and we drifted onto the grass narrowly missing the stacked arrows!!

That's not flat was heard from Craig so next time round he slightly lifted to avoid drifting again..

The car performed well throught the day, no issues at all apart from the gearing..

Halway through the day the stages were reversed, we did have a slight moment at a square left with a tree but managed not to connect with it which we both gave a sigh of relief from!

Had a faultless run over the next stages to finish 19th overall, i enjoyed the day, bringing back lots of memories when i was at the wheel of a yellow Mini too..

Thanks to Craig, Clive and Anton.. look forward to sitting in this Mini again..

Adrian Lloyd : Liverpool MC



The chief of staff of the US Air Force decided that he would personally intervene in the recruiting crisis affecting all of our armed services. So, he directed that a nearby Air Force base be opened and that all eligible young men and women be invited. As he and his staff were standing near an brand new F-15 Fighter, a pair of twin brothers who looked like they had just stepped off a Marine Corps recruiting poster walked up to them.

The chief of staff walked up to them, stuck out his hand and introduced himself. He looked at the first young man and asked, "Son, what skills can you bring to the Air Force?"

The young man looks at him and says, "I'm a pilot!"

The general gets all excited, turns to his aide and says, "Get him in today, all the paper work done, everything, do it!" The aide hustles the young man off.

The general looks at the second young man and asked, "What skills to you bring to the Air Force?"

The young man says, "I chop wood!"

"Son," the general replies, "we don't need wood choppers in the Air Force, what do you know how to do?"

"I chop wood!"

"Young man," huffs the general, "you are not listening to me, we don't need wood choppers, this is the 20th century!"

"Well," the young man says, "you hired my brother!"

"Of course we did," says the general, "he's a pilot!"

The young man rolls his eyes and says, "Dang it, I have to chop it before he can pile it!"

Lampeter and District Motor Club **Rali Bro Caron**

2nd / 3rd March

Kevin Davies makes it a hat-trick

The weekend of the 2nd and 3rd of March saw Lampeter and District Motor Club hold their annual event in the road rallying calendar, the Bro Caron. Due to snow conditions effecting the Mike Darowen's running it was now the first round of the Welsh Road Rally Championship as well as the first round in the club's own road rally championship. Once again Marc Hughes took care of Clerk of the Course duties, together, he and his team held an event of approximately 90 miles using mostly the northern half of OS Map 146. This year's event was held in March to avoid any clashing with the rugby matches that occur at this time of the year to help guarantee maximum marshal numbers that are required to run an event.

Showing just how popular the rally is, a flood of entries were received as soon as regulations became available and infact over 90 entries had been received within 48 hours of opening. In total the event attracted some 130 entries meaning there would be a large number of reserve entries with fingers crossed hoping to get a run.

In amongst the 90 competitors that managed to get a run was Andy Davies and Michael Gilbey who took the number one seed after winning last years event. They were hoping to be able to repeat their performance although knew it would be a big challenge with the quality of the field. They were in their familiar Subaru Impreza 'IDZ'. The number 2 slot went to 2017 winner, Kevin Davies, who for this year again was accompanied by Alan James. They were another crew that had the potential to take the top spot on the podium in Kevin's Mk2 Ford Escort. Another Escort followed at 3, this one being crewed by Daniel "Iwni" Jones who had regular navigator Gerwyn Barry on map duties, Dan hasn't had the best of luck on this event in recent years but is always a contender for a very strong result. John Davies and Aled Richards were at 4 and were another crew to be using a Mk2 Ford Escort which they had hired for the event. John is a two time winner of this event and Aled has excellent knowledge of the area (as well as a win on the 2016 event with John) so they would be a crew to watch. The number five spot went to George Williams and Dale Bowen, who rounded off a quartet of Mk2 Ford Escorts in the top five showing how popular the old Ford still is with clubmen. They were another crew that had the potential for an excellent result with Dale Bowen winning the event in 2017 with Kevin Davies.

Mark 'GT' Roberts and Dafydd Sion Lloyd were at six in Mark's regular Volkswagen Golf GTi, Mark is a very consistent driver who has won numerous events and titles over the years and is always a strong contender no matter what part of the country he competes in. Seven went to 2015 winner Stefan "DR" Davies who was partnered this year by Nathan Davies, Stefan only just made it to the start of the event with his Mk2 Ford Escort after recently having undergone an engine rebuild and had only just been reassembled in time for the event. Malcolm 'Tar' Jones and Rhys Jones were at eight in the first of the Peugeot's, their's being a 206 GTi 180 model, Malcolm and Rhys normally concentrate on tarmac stage rallying but always like to compete on the club's own road rally. Number nine went to Kevin 'Penclaw' Jones and Llion 'Tractor' Williams, Kevin has been achieving excellent result recently and putting excellent performances all over the country and was looking to make it another on this event. Rounding off the top ten were Kevin Kerr and Huw Rhys Manion in Kevin's Mk2 Ford Escort, Kevin returning to the lanes of West Wales for the first time in a couple of years and was nice to see him back competing in the area.



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Rali Bro Caron **Continued from page 33**

The talent continued well outside of the top ten with Mark Lennox and Ian Beamond at 11 in another Mk2 Ford Escort, followed by another Escort at 12 piloted by Tomos Lewis and Daniel Stone. Lampeter's own Justin Jones took the 13 slot in the recently purchased Vauxhall Astra GTE, he had Robbie Pugh sat with him for this occasion. Another Lampeter member with the potential for a strong result was James Davies at car 17 in his Proton Compact GTi, he was to be contesting in the Welsh Road Rally Championship this year with his navigator Irfon Richards and hoping for a strong result on his home event. Gari Evans and Iwan Griffiths took the number 20 slot in Gari's immaculately prepared Mk2 Ford Escort, they were another crew that could potentially finish high up the leader board. Tim Evans was at 23 in his Proton Satria GTi, he was accompanied by Ryan Hurrell for this rally.



Other names on the entry list in the expert class included Jonathon Davies and Andrew Gaunt who were at 26 in a Peugeot 206, a car that was very popular on the night with a dozen or so entered. Daniel Williams and Shaun Richards were having their first go in expert class in Dan's BMW 318ti and they were given number 30. Another crew using the BMW were former Motoring News Championship rally winner, Steve King, who had Ashley Owen navigating for him, Steve is a very consistent driver having a wealth of experience on Welsh Road Rallies and were out for a good result. Also appearing on the entry list was a pair of RS2000 Mk2 Ford Escorts, with the first being the almost too nice to rally example owned by Tim Hodgson, which in fact is a very famous car that three-time Motoring News champion Mick Briant used to one of his titles back in the era of that championship. The second example was the blue one belonging to Colin Davies, they were given number 39.

In the Semi-Expert class at 47 were Geraint Wright and Craig Davies who were among contenders for class honours and were another crew to be using a Peugeot 206. Also, contenders were Lee 'Eggs' Plant and Michael Phillips in Lee's newly resprayed Mitsubishi Colt, now in a very smart shade of white, they were seeded right behind Geraint and Craig at 48. Just behind them were Huw and Owen Rowcliffe who were another pair getting excellent results recently and another pair using a Peugeot 206. Osian Jones and Andrew Davies took 54 in another Peugeot 206 and hoping to get in amongst the more experienced crews. Another former Motoring News star occupied the space of 63, this being Derek Arnold who had recently purchased a Mk2 Ford Escort to get back into rallying having following the sport for some time. Carrying his famous EBH 666K number plate he and his navigator Chris White were out to sample 146's lanes.

In the novice class Dafydd Jones and Rhodri Williams were looking to take the class win in their Vauxhall Corsa, they were at 71. Right behind them at 72 were Rhodri Lewis and Dion Phillips who were another one aiming for the class win. At 73 was Richard Hughes who normally occupies the passenger side of a rally car but switched to the driver's side for this, Richard had been wanting to use an escort on a road rally for some time and the time had come on this event. At 86 were James Hatfield and Martin Haynes who were out in an MG ZR and out for fun and to enjoy the Lampeter roads. At 89 were father and son team of Lloyd Evans and Dan Evans, Dan who were out on his first event at the age of twelve, a huge credit should be given for having a go despite feeling somewhat nervous at the start of the event. Rounding off the 90-car field were Thomas Slack and Daniel Belcher in a Toyota Corolla returning to the sport after a couple years away.

Signing on was once again held at Lampeter Leisure Centre and as soon as it was opened there were reserves queuing to sign on in the hope that a space became available, unfortunately this didn't happen as all 90 cars signed on which is an incredible achievement in itself, although unfortunate for the eight reserves that did show up, maybe their luck will be different next year?

With the car park filling as competitors turned up the rain made an appearance at the same time, making competitors question their tyre choices for the night, thankfully whilst it was a heavy downpour it soon stopped so at least it was dry overhead, even though the lanes themselves stayed wet. Signing on was once again a flurry of activity and just after 10 o'clock route cards began to be handed out giving the Master and Expert class competitors one and a half hours plotting time with a little extra to the Semi-Expert and Novice class crews.

With plotting taken care of it was time for the action to begin, as competitors left the start car park, a welcome return to the tradition of leaving through the arch of the Black Lion Royal Hotel. Once crews had passed through here it was off to Cwmmann where the first section began. From here crews headed south before turning right back up towards the edge of Cellan before going over Oxen Hall and finishing just outside of Llanddewi-brefi. Time Control 3 was the first dropper in this section, which was just after competitors had been by Cellan. This was timed to the minute and most competitors here picked up a minute of penalties on what is a very technical piece of road, although two crews managed to pass through this without any penalty, the Escort of Kevin Davies and Alan James who were already demonstrating an incredible performance even at this early stage.

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Rali Bro Caron **Continued from page 34**

Robert Paul Price and Christian Coleman were the other crew to pass this section without penalty in their MG ZR giving an excellent start to their event. It was becoming an eventful night right from the go for many competitors, including the Subaru Impreza of Lloyd and Dan Evans who nearly left the road after having the wheels lock up on the car, thankfully they managed to regain their composure and press on. The following Time Control (TC4) through Oxen Hall was scrubbed due to an accident where a car broke its bottom arms so it was on towards Llangybi for the next section.

Unfortunately, there were already names on the retirement list, which unfortunately included car one, Andy Davies and Michael Gilbey who had a power steering pipe burst on IDZ causing a small engine fire that was soon dealt with, but unfortunately, they were not able to continue. Another one sadly no longer running was Daniel "Lwni" Jones and Gerwyn Barry who were out with engine troubles on their Escort. Dan and Gerwyn really haven't had the luck on this event but hopefully won't be put off trying again next year. Another one on the list were John Davies and Aled Richards who were out with fueling issues.

The second section of the night involved going through Llangybi before heading over to Llwyn-y-groes. From here competitors turned right into Abermeurig, before heading up to Trefilan, crossing through the ford that is just off the B4337. There were two spectator points on this section and both proved very popular with a large crowd present at each one where plenty of action could be seen safely. There were two tight sections on this piece, with the first being at the end of Llangybi Common, which was the location of Time Control 8. Dewi Davies and Nathan Davies received the best time here with only 8 seconds of penalties, followed by George Williams and Dale Bowen who had 25 seconds. They were matched by the Semi-Expert pairing of Daniel Evans and Elin Evans in their Citroen Xsara VTS, excellent times by all. Quickest Novices at this section were Dafydd Jones and Rhodri Williams who had 54 seconds. The end of the section (SF10) was the next dropper, with the whole field picking up penalties along it. Dewi Davies and Nathan Davies were showing excellent form and managed an incredible time of 1:06 here in their Vauxhall Astra. Kevin Davies and Alan James were another crew fully into the swing of things and managed an excellent time of 1:29 in the Escort, with Kevin displaying some excellent car control through the tight triangles that featured along the route here. Another crew showing real commitment and getting the most out of their car were Malcolm 'Tar' Jones and Rhys Jones making them a real favorite among the crowd dropping 1:49. James Davies was using this section to push for the class win and kept the car neat and tidy through the technical sections and stopped the clocks on 1:33, although they unfortunately gained another minute of penalties whilst queuing at the next time control. Mark Lennox and Ian Beamond were another crew doing exceptionally well and achieved a time of 1:21, putting them well in the running for overall honors.

In the Semi-Expert class Huw and Owen Rowcliffe were doing very well and had 1:47 at SF10 in their Peugeot only three seconds down on the class leader here at SF10 which was Jordan Evans and Jonathon Hands. Daniel Jones and Tom Beckett were also setting good times and had 1:52 here. In the Novice class Rhodri Lewis and Dion Phillips were the pace setters and in a league of their own with an excellent time of 1:58 in their 206, excellent going by them. Dafydd Jones and Rhodri Williams next quickest on 2:40.

The next section of route was to be the final before the refuel halt and included the use of Llety-Sion Farm which was a new section for a Lampeter MC organised event. Time Control 13 was located at the end of it and here it was George Williams and Dale Bowen who made the most of the slippery conditions and achieved a time of 5 seconds, excellent going given the tricky conditions. Kevin Davies and Alan James continued to do well and achieved 17 seconds. Also doing very well here was Geriant Wright who with navigator Craig Davies achieved a great time of 21 seconds, excellent going by them. The route then crossed the A482 near Ciliau Aeron where there were another couple of tight sections before refueling in Aberaeron.



Photos Courtesy of Joseph Gilbertson

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This section of road proved to be very tricky with muddy sections of road providing very little grip. This sadly is where Lee 'Eggs' Plant and Michael Philips rally came to a premature end following the spot lights going out on Lee's Colt. This distraction, plus the tricky conditions, were enough for Lee to slide the car off the road, causing no damage apart from a few scratches but unfortunately, they were out of the running. Kevin Davies and Alan James suffered some bad luck here too, reversing back to pick up a code board that they had passed and unfortunately slid off the road and lost 3 minutes trying to regain the road, they were helped by George Williams and Dale Bowen who quickly towed them out, a great example of sportsmanship!



Following this there was a refuel halt at Aberaeron where tanks were brimmed ready for another go through the lanes. The top five standings here were:

- 1st – Mark Lennox & Ian Beamond, Ford Escort – 6:36
- 2nd – George Williams & Dale Bowen, Ford Escort – 7:04
- 3rd – Tomos Lewis & Daniel Stone, Ford Escort – 7:26
- 4th – Dewi Davies & Nathan Davies, Vauxhall Astra – 7:30
- 5th – Carwyn Davies & Ryan Griffiths, Ford Escort – 7:47

The Semi-Expert class was being led by Huw and Owen Rowcliffe who were on 8:45 which saw them 12th overall. Leading the Novice class were Rhys Lewis and Dion Phillips with 9:49, which put them in 27th overall. Unfortunately, the retirements list had grown through the first half, with Kevin 'Penclaw' Jones and Llion 'Tractor' Williams out with a broken drive shaft, Kevin Kerr and Huw Rhys Manion out with brake issues on their escort and Marc Mayes and Mark Rodway also out with engine issues in their escort. Tim Hodgson and Dai Roberts were sadly also on the retirements sheet with Lloyd Evans and Daniel Evans called it a night here too with Daniels stomach giving him trouble, so pulled out with the intention of coming back for another go. Dan wanted to thank Daniel Belcher the navigator in car 90 for the advice with route plotting. Another example of great sportsmanship between competitors.

There would be one more short section before the regroup, and this took place in Pen-cae just outside of Llanarth. SF19 was located at the end of it, and here Macaulay Austin and Ryan Swain took their Honda Civic around the twisty lanes in an impressive time to receive a penalty of only 10 seconds, excellent going by them. Dai John and Alun Ginn were also doing well here with a time of 28 seconds. Nathan Davies and Dewi Davies were another crew doing very well and had a time of 35 seconds in their Vauxhall, they were on course for a strong result with the consistently good times that they were achieving. Huw and Owen Rowcliffe were best among the Semi-Experts with one minute here and in the Novice class it was Rhodri Lewis and Dion Phillips once again setting the standard with a time of 1:39.

Then came the regroup at Pantsod Farm where competitors could regather lost time on the road before heading out again for the second half. With that taken care of the next section was a long section which included going through Mydroilyn and Dihewyd via the white at Moiddyn Farm before heading towards Felinfach via Frongelyn and Graigwen. This section had three tight droppers where competitors would pick up penalties, with the first being just after passing through Mydroilyn, which was Time Control 22 (TC22). It is a difficult road with many ninety-degree bends to negotiate and it was Kevin Davies and Alan James setting the standard here in their Escort, determined to make up some time after their incident in the first half, they pushed their Escort through the very technical and twisty lanes found here and they were rewarded with a time of 39 seconds for their efforts. Three crews then tied on the same time of 44 seconds, and they were all in Mk2 Ford Escorts with the first being Mark Lennox and Ian Beamond followed by Owain Evans and Richard Williams, and then Carwyn Davies and Ryan Griffiths.

Moiddyn white was the next place to be tackled by competitors, and the organisers had placed a spectator point at the entrance of it so that spectators could catch the action and watch them battle along down the track. Time Control 23 (TC23) was located at the end of the track and here it was once again Kevin Davies and Alan James that achieved the best time, with 32 seconds, they were well on their way back up the leader board after their first half delays. Steffan Rhys James and Richard Thomas were next up with 36 seconds in their Peugeot 206 GTi, an excellent time by the novice crew. Stef "DR" and Nathan Davies were next with an excellent time of 42 seconds.

The route then passed through the village of Dihewyd before the final tight section that brought competitors out to Felinfach. SF 26 was located at the end and once again it was Kevin Davies and Alan James who were setting the standard with 28 seconds. Stef "DR" and Nathan Davies did well here again with 41 seconds, closely followed by Mark Lennox and Ian Beamod on 42 seconds. Dafydd Morgan and Kieran Price were setting respectable times despite having no clutch and having to match the engines revs to change gear, having to keep the car in gear at controls, even so, they were enjoying themselves and continued on to the end on the event.

Rali Bro Caron

Continued from page 36

The final section of the rally began just outside of Cribyn, and saw crews head south passed the Fish and Anchor pub just outside of Llannwnen. From here they headed East before turning left back towards Cribyn before slotting right and passing through Creuddyn-Bridge. After this they turned right and went into Silian, going around the famous hairpin before arriving at the finish, Time Control 29 was located just after the pub. Here it was Carwyn Davies and Ryan Griffiths that achieved the best time with only 2 seconds. Still doing very well were Dewi Davies and Nathan Davies in their Astra with 4 seconds as well as Kevin Davies and Alan James who were still going strong and had a penalty count of 14 seconds. In the Semi-Expert class it was once again Huw and Owen Rowcliffe that were setting the pace with 29 seconds, Osian Jones and Andrew Davies also did well here and picking up 33 seconds in their Peugeot 206. Rhodri Lewis and Dion Phillips were still in fine form and achieved a time of 57 seconds here making them quickest Novices. James Davies and Irfon Richards had been doing well all night and were well inside the top ten up until now but unfortunately the engine on the Proton began to knock so they limped round to the finish costing them a great deal of time and several places in the process, an unfortunate end to what had been an excellent outing by them.

Crossing the A482 the route then headed through Creuddyn-bridge before turning right towards Silian. There was a time control (TC31) located here that was timed to the minute and every competitor bar one picked up at least one minute of penalties here. The only crew managing to go here penalty-free was Kevin Davies and Alan James who pushed hard here and the clocks showed it. Onto the final couple of miles of route into Silian which included going around the famous hairpin bend, which even after half past three in the morning attracted a crowd of diehard fans. As ever there was plenty of entertainment to be seen on this corner which has a difficult approach with the road that competitors turn onto being at an angle giving a step up making cutting a bad idea as a couple of crews unfortunately found out. SF32 was soon after here and at this control it was Malcolm 'Tar' Jones and Rhys Jones that achieved the best time, having demonstrated a mega committed approach all night they were rewarded with an excellent time of 50 seconds, and excellent finish to their night. Alyn and Thomas Welsby were next in their Mk2 Ford Escort on 52 seconds, a great time by them. Craig Judd and Lewis Sim were next on 53 seconds, great going by a very consistent crew. Arwel 'Cilgwyn' Thomas and Dan Parsons were the pace setters in the Semi-Expert class at this section with 1:18. Michael Roberts and Natasha Roberts were another crew doing well here in Mk2 Ford Escort with 1:25. Steffan Rhys James and Richard Thomas were best Novices with 1:45. Dafydd Jones and Rhodri Williams also did very well and received 1:57, and right behind them on 1:58 were Peter Carroll and Abigail Haycock in their Citroen C2.

After a challenging but enjoyable night with slippery conditions it was back to Lampeter Rugby Club for a well-earned breakfast for all the competitors and before long final results were made available. Making a hat-trick of wins on the Bro Caron was Kevin Davies who with navigator Alan James achieved an excellent comeback to win the rally after an excellent drive. Huge congratulations to them. Winning the Master's class were Mark Lennox and Ian Beamond in their Escort after setting great times in the tricky condition. Finishing in an excellent second overall and winning the Expert class were Carwyn Davies and Ryan Griffiths in their Mk2 Ford Escort after a great night with excellent times set throughout the entire route. The Semi-Expert class went to father and son team Huw and Owen Rowcliffe after an excellent performance they were very deserving of their 19th overall finish. Getting the Novice class win were Rhodri Lewis and Dion Phillips after a string of excellent times, finishing an excellent 26th overall in their Peugeot 206. Earning the best mixed crew award were Chris Hedley and Rhiannon Bryant who finished 44th overall, it was the first time they sat together and Chris' first time on the Bro Caron, they thoroughly enjoyed the rally and were already looking forward to next years event. Taking the under 1400cc award were Dai John and Alun Ginn in their Toyota Corolla finishing 41st overall. Highest placed Lampeter MC crew went to were Gari Evans and Iwan Griffith in their Escort with an excellent 11th overall finish. Taking the Wooden Spoon award were Mathew Davies and Trystan Leyshon with their last placed finish in their Escort.

The final top five places were:

1st – Kevin Davies & Alan James,	Ford Escort	12:36
2nd – Carwyn Davies & Ryan Griffiths,	Ford Escort	13:49
3rd – Mark Lennox & Ian Beamond,	Ford Escort	14:24
4th – Malcolm 'Tar' Jones & Rhys Jones,	Peugeot 206	14:36
5th – Craig Judd & Lewis Sim,	Peugeot 306	15:00

So that was the Bro Caron done and dusted for another year, the organisers would wish to thank Lampeter Leisure Centre and Rugby Club for the start and finish venues, Aeron Cost for the petrol halt, all of the residents along the route, all of the marshals who stood out in the dark for a long time after most sensible people had gone to their beds, RallyRoots for the results as well as everyone else who helped the event run. Already people are counting down the days for next year's event.

QUESTMEAD LTD Stages

Back in the Nova with Richard Bromley, i was gutted i couldnt sit with him at Rockingham, for the last rally there, but i already promised my mate i would do the Preston road rally.

So, back to Three Sisters for a new rally there, the little 1400 Nova had some suspension changes since the last time we were here, when we won the class and finished 27th o/a. Two stages together is the now preferred format here, and about half an hour before the start, the heavens opened, so we went out on some inters, 17th fastest and leading the class, more rain and the Inters arnt working properly, 20th on the next stage, we change front for rear, and put a couple of extra grooves in, not wet enough for full wets thought. Richard is happy enough though, were taking five seconds a stage out of the crew who are second in class. We get as high as 14th o/a but then the rain is coming down in buckets. I say to Richard, "dont take any risks with the car, more to lose than gain" and we end up 18th o/a but still first in class, fastest class stage times on ten out of the eleven stages. Special thanks to all the marshals etc. that stood out in really miserable conditions.



Richard Bromley / Terry Martin : Clitheroe & DMC : Nova. 1400

THE CETUS STAGES



Where: Three Sisters Race Circuit, Wigan
When: Sunday 12th May 2019
How much: £165.00
Mileage: 28 miles
No of stages: 12
Surface: All sealed tarmacadam

Championships: The ANCC Stage Rally Championship 2019
The ANWCC Stage Rally Championship 2019
The ANWCC All-rounders Championship 2019
The ANWCC Ladies Rally Championship 2019
The 6R4.com Three Sisters Stage Rally Challenge 2019
The SD34MSG Inter Club League 2019 supported by Gazzard Accounts
The SD34MSG Stage Rally Championship 2019 supported by Gazzard Accounts

Send your entries to the Entries Secretary:

Helen Fox - 41 Elgin Avenue
Ashton-in-Makerfield
Wigan, Lancashire

Tel: 01942 715653
(between 19:00-21:00)

Regulations and Online Entry Form
can be downloaded at:
www.wiganmotorclub.org.uk



- Did you know that dolphins are so smart that within a few weeks of captivity they can train people to stand on the very edge of the pool and throw them fish?
- I just read that 4,153,237 people got married last year. That's really strange – shouldn't that be an even number?
- Today, a man called at my door asking for a small donation for the local swimming pool. So I gave him a glass of water!
- If I had a pound for every girl that found me unattractive, they would soon find me attractive. Ask Bernie Ecclestone!
- A recent study found that women who are somewhat overweight live longer than men who mention it.
- My therapist says I have a preoccupation with vengeance. . . . We'll see about that!
- I wouldn't buy anything held together with Velcro, it's a complete rip-off.
- A Dutchman has invented shoes that record how many miles you walk. Clever clogs!
- I think my neighbour is stalking me. She's been Googling my name on her computer for weeks now. I saw it through my telescope last night.



3rd March



Jonny Kennedy, Co-driver, Car 16

So, after a quiet few months over the Christmas period the rally season kicked off once again with the very first running of the Questmead Stages at Three sisters, now ran by the team at Warrington District Motor Club. After some good results last year for myself and Greg Williams, with us both taking ANWCC class honours in 2018 in the first of the three Williams' stickered Subaru's we were looking at this first event of the year to get up and running for the rest of the season. After a quick last-minute rear differential change on Saturday afternoon, we were all ready to go at 6AM on Sunday morning on our way up the M6 towards Wigan. When unloading the cars and vans the morning was bitterly cold, but still remained dry so the plan to go out on slicks first thing remained intact. It was after scrutineering and signing on that the weather decided to change; torrential rain followed the drivers briefing so with around 20 minutes before we were due at MTC1 we decided wets were the only option. After a quick change around for not just us, but all three cars, we made our way to the first time control, whilst I watched the Special Stage Rally live stream in the start que to gauge how the others were finding both the weather, and the brand-new surface at Three Sisters.

After good runs through Stages 1 & 2 we were up to in 15 overall, leading Greg's brother Adam in the second Williams Impreza by just 6 seconds. As the rain continued to soak the circuit, we began our second pair of stages for 3 & 4. Another good pair of stages where we had two great chases with the next Impreza, car 14 of John Darlington & Lauren Hewitt. Still sitting just ahead of the other two Impreza's in our team we were keen to push on for a decent finish, and after quick times on stages 5 & 6 were sitting just outside the top 10.

Between finishing stage 6 and starting stage 7 I managed to catch a glimpse of how the juniors were getting on out on the circuit, and saw a couple of the lads to be on the pace with some cars running on the main event! As the rain continued to pour down, we were able to make the most of our 4-wheel drive advantage, setting more decent stage times to leave us sitting 9th overall from stage 6 until stage 10. However, be it pushing too hard, or the lack of grip on the wet stages, a 180 degree spin on the tight hairpin on the last loop of stage 10 was all it took though to drop us back down to 12th overall. In contrast, Adam and Rachael then went on to set the 6th fastest stage time on this stage, meaning they climbed up from 15th to 11th overall in a single leap. Just as the evening was drawing in, we started the final stage of the day, stage 11. Going into this there was just 7 seconds between us, Adam & Rachael and John & Lauren all battling in similar classic Subaru Impreza's. Although small, this time was the difference between 2nd and 4th in Class so it was still all to play for in the final few miles. Despite using everything the car had to give we were unable to make up the time lost on stage 10, losing just 1 second to John & Lauren and 4 seconds to Adam & Rachael on the final stage of the day, meaning that we finished the event in 4th in Class E and 12th Overall. Although we would have preferred to maintain the 9th overall that we had held for much of the day it was still a good battle throughout the event, and despite the rivalry, it was nice to see Adam and Rachael pick up 3rd in Class trophies after a few unforgiving events last year for them both.

A great drive all day on a fast, slick event was definitely the best way to kick off the season; hopefully a few more good results will follow on from it in another busy year where we both hope to match, and where possible beat what we achieved last year. The next stop is back down to Anglesey for the Lee Holland Memorial Stages where all three cars of Greg & I, Adam & Rachael and Craig & Marcus Kennedy – my dad and brother- will all be back out hoping for decent results in the SD34 and ANWCC championships.

Finally, a massive thanks to all the marshall's who stood all day in the pouring rain so that everyone could enjoy the day, and to those at Warrington DMC and supporting clubs that I know have been planning this event for months. It was a good day all round, and the option to watch it all again on Special Stage afterwards was definitely a bonus. I look forward to the event making a return next year!

Jonny Kennedy – Warrington Motor Club

Sprint & Hillclimbing

Season Preview with Nigel Fox

I have competed in sprints and hill climbs for many years in my 2 litre Ford Zetec powered Caterham Seven.

Last season I managed to win the SD34 sprint and hillclimb championship, the ANWCC best all rounder as well as the Liverpool and Longton (Northern) speed championships. I also scored a class win in the excellent XBC (cross border) speed championship. It seemed it might be a good time to give the Caterham a rest and try and learn some new skills.

I made a chance remark while at my local race shop, RSM Motorsport in Morecambe a couple of years ago, "if you are ever thinking of selling that I might be interested", and that led to the purchase of a Formula Ford.

Formula Ford can be traced back to the 1960s when racing car schools were using highly tuned one litre Formula 3 cars to teach budding racing drivers. Substituting the race engine for a standard Ford Cortina 1500GT engine produced a car that people liked, so rules were drawn up. Ford Motor Company backed the project and Formula Ford was born

The car I bought is a 1989 Van Diemen RF89, a successful design in period. The engine by this time had advanced to a 1970s Escort Sport 1600 cross-flow. Modifications are all but forbidden and the engines produce 110bhp at 6500 revs approximately.

The car is a slim single seater with a steel spaceframe, inboard coil spring dampers, rear engined with a Hewland four speed transaxle. Tyres are Avon ACB10 control tyres, marked Formula Ford fitted to five and a half inch wide steel wheels.

Formula Ford is perhaps no longer the home of future F1 champions but there is a healthy interest in using the cars. I will be competing in sprints and hillclimbs in the pre-1994 Formula Ford class, contesting the same championships as last year. In addition I plan to race in the Star of Anglesey race series which comprises six races held on three separate days during the season.

There's a lot to learn. The new car lacks the power of the Caterham but is quicker through corners and braking can be left a lot later.

In April I will be at the Longton MC sprints at Anglesey and the Liverpool MC sprint at Aintree. I've promised Maurice that I will provide an update for *Spotlight* every month.



Nigel Fox : Clitheroe & DMC

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MIDDLE-ENGLAND CVC

Durham Dales

Classic Trial

Sunday 10th March

We have marshalled on the Durham Dales Classic Trial a number of times in recent years and it is always a very interesting day out with wide variety of cars and bikes on the entry list. This year was a bit different as they had moved the event forward two months in the year in search of more challenging conditions and more challenging conditions they certainly got. We were allocated to run two trial sections on Bollilhope Common which is south of Weardale in the Pennines.

When we arrived it was zero degrees and by the time we had got kitted out with our waterproofs it started to snow and it snowed for the rest of the morning. The early morning entertainment was provided by Jimmy Knox who discovered that the four wheel drive car park was harder to get into than he thought in his two wheel drive Suzuki. Once we had manhandled and towed his car back on to terra firma it was time to man our posts.

The first test was essentially straight up a slippery hillside whilst the second involved negotiating quite a deep river crossing before heading up a very wet and grassy "white". Once crews had negotiated the second test they had to work their way up a rough track on to further trial sections and due to the conditions even the link sections were challenging.

I was delegated to man the first test along with Alexander Jnr and Snr and a surprising number of the cars made it to the top. That said these were all trials "specials" registered for the road with a selection of Marlins, Lieges, Suzuki X90s, a Dutton, an MX5 on steroids and a very well modified 1500 Midget complete with a selection of spare wheels and tyres bolted to the boot lid and a compressor to re-inflate the tyres when appropriate. The bikes came in all sorts of shapes and sizes and included two bike and sidecar combinations one of which tried to roll over just next to me. Luckily the young lady on the side car jumped clear just in time although it took some muscle to get the combination back on its wheels and away up the hill. I subsequently learnt that the passenger was the rider's girlfriend and that on last year's trial his previous girlfriend went home with a broken wrist.

The organisers deserve full marks for running an event in such challenging conditions and later in the day as you can see from some of the photos the weather got much worse as they moved further up Weardale. These photos are courtesy of Alastair Knox and Fred Baker. Trialling is a winter sport and this is the third event that we have marshalled on recently, they are definitely a good day out so pencil the Lakeland Trial in November in your diary now.

Stuart Bankier : Berwick & DMC



Fellside Auto Club

Northern Trial

Receives Great Acclaim

Although the Northern Trial organised by the Fellside Auto Club has been running for a number of years now, in fact it has been voted the best trial of the year on several recent occasions by competitors, many die hard VSCC trials drivers haven't been able to discover just how good the trial is because it generally clashed with the date of a VSCC trial. This year it was different, some of the top VSCC drivers competed in the trial and were singing the praises of the organisers, the quality of the road book, the paperwork, in fact the sheer quality of the event in every way both during the trial and long after it finished. These competitors came from all over England as well as Wales and Scotland

It is a remarkable feat to put on such an event as this because this trial is not run by full time paid employees of a big motoring club like the VSCC but by just a few dedicated individuals in their spare time.

These handful of people dedicate about 10 months of the year organising it, knocking on every door the route passes, getting permissions from farmers, landowners, forestry owners, have to fill in countless forms for permits from the police and the governing body of motorsport, formerly the MSA although it has recently changed its name but involves equally involved paperwork.

Having been a competitor in the past both as a driver and a passenger/ bouncer, in fact lucky enough get a class win as a driver and an outright win passengering a really superb driver in a really well set up car, as a marshal this year I can vouch for the attention to every detail these organisers achieve.

The trial is best suited to cars and motorcycles with high ground clearance but a great variety of cars were used, Austin 7s, Ford model A, Marlins, Mazda MX5s, Suzuki X90s, VW Beetles, , specialist cars like the DP Wasp, Suzuki Vitara but with 4Wheel drive capability removed, even a BMW 3 series that looked as if it was up on stilts, I'm sure someone that was really small could have changed the sump oil without putting it up on a lift to remove the sump plug.

Bikes contained all the usual manufacturers names but it came as a surprise to find one electric bike competing although its very weird watching a machine silently climbing up muddy sections struggling for traction yet making no sound from a high revving or torquey engine, not really anything I would think would attract many spectators to the sport.

The superb start and finish facilities were provided by the Hopes auction company at Wigton cattle mart, these could not be bettered and the meals at start and finish were fantastic value.

Continued on Page 43



Fell Side A.C. Northern Trial **Continued from Page 42**

Look at the photos to see the immense variety of machines taking part, there can be no cheaper motorsport event anywhere in the country giving such value for money as this trial, admittedly its not suited to your everyday road car unless you want to abuse it by driving it up and down rocky tracks but it is possible if you were so inclined. It is very affordable and even more affordable if you decide to help and volunteer as a marshal as many people did not only from other local motor clubs but marshals too came from many parts of the country.

I was very surprised to come across an enthusiast now living in Wales and has done for many years marshalling in Set-murthy, Bob Martin not only navigated for me in the late 1960s but just after I passed my driving test in 1964 he was generous or possibly stupid enough to loan me their family road car a white VW Beetle with black wings to compete in an Autocross which was held in a field near the Metal Bridge Inn close the Scottish border at Gretna. I did manage to beat Bob on that occasion and I distinctly remember him telling me it wasn't very gentlemanly of me to do that, competing in later autocrosses I rolled a couple of my own cars but I am very pleased to say his was returned undamaged as was my wallet. We have remained great friends and he serviced for me along with a very young Malcolm Wilson on the International Scottish rally before Malcolm was old enough to have a driving licence. Rumour has it that Malcolm drove quite a lot of the time up in the roads in the north of Scotland up and down some of the remoter glens but you will need to ask Bob to confirm that, it was nice to meet up again and pick up where we left off many years ago.

Full details are on the Fellside Auto clubs website.

Thank you to everyone for a wonderful event.

Keith Thomas



Andy and Joan Prickett not only take their grandchildren for a drive around the Cumbrian countryside but competed in the Northern trial,

Dick Smith recalls the early days of the Lakeland Trial.

For over 50 years the Lakeland Trial has been a challenging and testing event not only for cars, drivers and the onboard passengers but equally testing for organisers and marshals. If you have ever wondered how it all started, then read on as, with a glass or two of red wine to stimulate my brain, I do my best to recall the history of the VSCC in Cumbria and the birth of the Lakeland Trial.

Around the mid 1960s a few VSCC members were meeting in a pub called the "Weary Traveller", later to become the Coachman Inn in the village of Seaton near Workington, Frank Rushton, Terry Richardson, David Weeks, Edmund Hock, Ian Smith, Bert and Mike Mansergh, Mike Kyle, Wilson Jenkinson, Neil Hepburn, Max De Redder and I were most of the ones I remember.

At about the same time in Carlisle restaurateur/hotelier and Bentley enthusiast, Johnny Tranter, met with Carlisle based VSCC members at Johnny's place where there was a very active number of jazz enthusiasts. We decided to attend each other's gatherings which culminated in some great Jazz nights in Carlisle. Subsequently we decided to make the VSCC meetings much more of a social event so, along with other VSCC members from further afield who happened to be Trad jazz enthusiasts, more sessions were held. Johnny invited some of the top traditional jazz bands that were already playing venues in Carlisle on Saturday nights to stay at his hotel then stay on a further night on Sunday evenings to play there as Trad jazz was popular at the time. Johnny slipped them some extra cash to make their Cumbrian gigs even more worthwhile; these evenings were a great success.

Word got around about these gatherings being so good that when a dinner dance was organised at a nearby venue called Moota the VSCC top brass in the form of Peter Hull, an Alvis and Alfa man, attended; why would the VSCC send a missionary up to Cumbria, could there be an ulterior motive?

Now those of you that know me well will confirm that I don't generally refuse a drink bought for me, so with constant drinks coming from Peter Hull I was very well lubricated by the end of the evening. Others may even have perceived I was paralytic drunk.

The following day Peter Hull thanked me profusely for agreeing to organise the next year's Northern trial, something I can never remember agreeing to do, but with others "confirming" my offer I knuckled down and got on with organising a trial.

This was rather daunting as I had never competed or assisted in any way shape or form in such an event, I was a racing driver through and through.

The cunning plan of Peter Hull and the VSCC had been carried out with great precision.

The Northern trial was traditionally held in Yorkshire but was on the wane for various reasons so to see what trialling was all about I enlisted the help of a character, the late Ganger Hartley, as well as Terry Richardson to go with me and weigh the job up. The Northern was held in a quarry called Post Hill, as spectators at our first trial we were astounded at what we found. Some sections looked completely out of the question to climb yet a few cars achieved what we thought was impossible.

To sweeten the pill, so to speak, Peter Hull said if we held it in the Lake District, we could call it the Lakeland trial, this challenge having been taken up we were now fully committed and determined it was going to be a success.

Returning to Cumbria the hunt was now on for some challenging, testing sections and one VSCC member in particular was uniquely positioned to find land for the sections. This guy was Frank Rushton, whose daytime job was going around Cumbrian hill farms in his Morris Minor Traveller selling various wares from his father's gents' shop in Cockermouth. Items such as thick shirts, socks, and underpants were the main stock in trade, these wares sold very well indeed as winters are tough on Cumbrian fell farms in the dark months of the year.

When Frank asked permission to use a farm track or a piece of woodland, permission was usually granted but Cumbrian hill farmers being very shrewd operators usually found they were suddenly needing some new underpants or socks and "things being tight at the moment" as sheep prices were right down, they couldn't really afford them.

Here the Rushton generosity came to the fore, deals were done, the Lakeland had use of a section and the farmer was much warmer in his new thick socks and underpants.

Over the years up and down the country the VSCC have run many very successful trials, the most important ingredient in all those trials has been without any shadow of a doubt a really hospitable pub where the landlord and staff welcomed muddy competitors and incontinent cars that dripped oil all over their car parks. Which Cumbrian pub with decent beer could fit the criteria within easy travelling distance of the sections?

A detailed hospitality / beer tasting survey had to be carried out on all local pubs, well someone has to do all the onerous tasks don't they?

At Loweswater a long since derelict pub called the Kirkstile was found being restored not by a horde of skilled tradesmen but by its eccentric owner himself, he was a guy called Joe Haben, an ex- seafarer who had been involved in all kinds of enterprises including round the world yacht races. The day Frank and I visited it was a red-hot day, Joe was trying to lift an ancient heavy wooden beam into a wall but the main equipment that was essential for the task was missing, notably a crane. Here again a deal was done in the best VSCC traditions so, with a promise of two pints of beer for us both, Frank and I risked a hernia each and along with Joe manhandled and struggled the beam into position.

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Northern Trial Recollections

Continued from Page 44

Job done but with no bar or pumps in sight the question was posed how do we get our two pints of beer each? Easy, came the reply, and Joe produced not one but two barrels of beer, he said any good landlord needed refreshment himself so was suitably equipped, here was a man in a million, a wonderful find indeed.

Having just outlined the need for a VSCC friendly pub of character, Joe was adamant his pub had to be the only place suitable for the task and of course after the initial meeting Frank and I would never have considered any other pub in a thousand years.

For many years after it was "the" place to be at the beginning of November until eventually it changed hands, became gentrified and was turned into the excellent but ultra- busy pub it is today not suitable for VSCC as we have become known to be a rather rowdy lot on occasions.

The first trial was organised and held in 1968 having ten sections, all these went off very well, with various VSCC wives and members marshalling the sections, the trial was a great success but some of the sections were too easy. The weather was lovely and I thought to myself this organisation job is no problem; how wrong can one be. The section that stopped most was the water slash section at Lanthwaite Green on National Trust land of which I have very fond memories.

A day or so before the early trials, the whole route was driven by Alan Dunn in his specialist series one "trials" land rover, not only did he drive the route he climbed the sections as well. At Lanthwaite Green, after driving through the watersplash, the section then climbed up the lower slopes of the mountain of Grassmoor as far as he could go. We were determined to find an absolute "stopper" section, so here Alan engaged the diff locks and climbed up and up on the very slippery grass until the Landrover would go no further. Me being his passenger/ navigator at this point I was greatly relieved because the angle of the vehicle was mind boggling, inspiring and very alarming at the same time.

We put the maximum score marker a further 10 feet up the mountainside "that will stop the buggers" I confidently said to Alan. On the trial itself Geoff Winder was the first to climb it clean in his Austin 7 Ulster to my utter astonishment. Later Hamish Moffat in his Bugatti and Harry Spence in his Lea Francis special climbed past the top markers, feats we had considered impossible.

Thinking it was easy and being a cocky little bugger, I decided the 1969 version was going to be much bigger and better than last year's trial, so about 15 sections were planned, the hunt was again on for more challenging hills.

Drinking in a pub in Keswick I was told of a track way above Honister quarry by a couple of VSCC members called Mike Nixon and David Weeks who were members of Keswick mountain rescue team. They had both been involved in a rescue up there, both had vintage cars, but they said it was impossible for a car to climb. Intrigued I went to look at it the very next day.

I stood in the slate quarry, looked up and there it was." No chance" I thought, it seemed to wind its way right up above the clouds to the sky. In a curious state of excitement and fear as well as being young and fit I set off on foot up the very steep climb.

I got to the top in a state of exhaustion and noted the magnificent view into Borrowdale but I was appalled by the surface, a mixture of large cobbles, ruts and gravel. I was also terrified by the sheer drop of 500 to 1000 feet to the valley bottom below with nothing at all to prevent anyone going right over the edge. It would have been an astounding challenge, certainly impossible for a normal car but what a section it would be if permission could be obtained.

I thought about the possibility of using the track all week so eventually I rang Harry Spence who was a legendary VSCC trials driver, very experienced indeed, so he agreed to bring his equally legendary Lea Francis trials car up to Cumberland as it was then called from Leeds to try it.

Harry and I went up to Honister in the LeaF leaving our two wives at home talking about what wives talk about.

Once at the top of Honister Pass, we entered the slate quarry yard, Harry said "where is it", I pointed skywards to the top of Honister Crag. Now Harry tended to stammer slightly when he got excited but when he looked at the proposed section, he got what can only be described as verbal diarrhoea. Fffff????g hell he said, it is the best trials hill I've ever seen.

Immediately he slammed the car into gear and took off like a scalded cat up the rough mountain track with me hanging on for grim death being in great danger of being ejected right out of the car. The track was very rough incredibly bumpy indeed, yet Harry was driving like someone demented giving it everything he could to try to keep up enough momentum to climb to the top. I was clinging like a child onto the scuttle and seat frame for grim death convinced I was going to be thrown right out of the car on one of the most terrifying rides I have ever had.

We only just managed to crawl over the top, to my utter relief we stopped, we had actually made it, heart beating, palms sweating, legs wobbling but we were there.

Harry was so excited his voice was almost falsetto stammering far more than ever before, he said "this is by far the best hill I've ever driven, and I've driven them all, its most definitely the best hill in the country".

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That quarry track was unbelievably steep at 1 in 2.5, yes that's right, one in two and a half on the inside of the very sharp hairpins, very narrow, winding its way up and up, higher and higher precariously clinging to the mountain side. It was so steep in fact that the quarry owners paid the workers danger money to operate the tracked vehicles on that particular route. It was much worse than it is now, the hairpins were much narrower and far steeper because these days they have been graded and widened to allow Landrover's and similar quarry vehicles to use the track for operational purposes but its still an exciting and very challenging hill, still unable to be climbed by "standard" cars generally.

Having reached the top of the track way above Honister quarry and having survived the white knuckle ride we were both full of adrenaline, very excited but terrified at the same time.

I was now seriously having second thoughts and considered that in reality, for a vintage car trial it was far too dangerous.

Harry and I turned and looked apprehensively at the descent peering very gingerly over the edge at the unbelievable drop into the valley way below. "I think I had better adjust the brakes" remarked Harry.

Whilst Harry was adjusting the brakes, I suddenly noticed the chassis was cracked and when I told him he remarked "Oh it does that occasionally".

The descent was equally dangerous if not more so even without a cracked chassis. Coming back down it was important not to let the car get away or go too fast, to lockup the brakes would be an absolute disaster on surface akin to driving on ball bearings, the track seemed even narrower than it did going up. One of those days that sticks in one's mind forever.

Having gradually and very carefully made our way back down to the quarry yard, I thought about the fact that some early VSCC cars only have brakes on two wheels. Many that possess four-wheel brakes are decidedly inadequate as anyone who has driven an Austin 7 with standard production brakes will tell you.

Having safely reached the bottom, but realising just how dangerous and totally unsuitable it was, I expressed my concerns to Harry, without hesitation he quickly turned to me and very expressively said "this section will go down as "The" section in the history and folklore of VSCC trials, it is a section everyone will want to climb just as climbers want to climb Everest, the section MUST be used in the trial.

A trip to see the land agent acting for local landowner, Lord Egremont in Cockermouth Castle, was duly arranged, he was incredulous we were even thinking about it and pointed to the map on the office wall with the hairpins marked at 1 in 2.5, however permission was indeed granted for cars to attempt to climb the track, that day was a milestone in the history of the VSCC.

So, it came to pass, Drumhouse was indeed introduced at the very next trial, it has remained there for years and remains in the trial today, still daunting, still dangerous, much tamer than in the early days but continues to be the section everyone wants to climb and talks about both before and after the event.

The name "Drumhouse" is derived because of its connections with the cables and winding drum needed for the aerial ropeway that was used in the past to lower huge slate blocks from the drift mines high up the mountain.

One year in order to make the test even more "special" I introduced timing the ascent of Drumhouse purely as a tie decider you understand. When Tim Carson found out about this, bearing in mind he was one of the most formidable characters of the VSCC hierarchy, I got the sternest bollocking and dressing down I've ever had. He said if the governing body of motorsport found out the event had been run like a sprint the VSCC could have lost its licence to promote events. It must never, never, ever happen again, expulsion from the VSCC was a possibility that loomed prominently in my thoughts I have to say.

At Silverstone a few months later, he approached me to say, "I owe you a pint, Dick" and took me into the bar where we had a good lunch! Tim Carson was a firm but very pleasant man.

To climb Drumhouse in the early days was such an achievement that for a period of ten years or so some really attractive certificates were awarded to those who cleared the top marker without stopping, these days the cars are generally more powerful and the hill easier, but it is still high on the bucket list of things a trials driver wants to achieve.

Thinking back to when the second Lakeland was run in 1969, no sooner had cars reached the first section at Loweswater named Askill, it started to snow really heavily and kept on snowing. Rural Cumbria in the 60s never had any gritting done so the landscape became more and more picturesque just like the ones you see on Christmas card scenes. I drove around the trial which because of the conditions was going incredibly slowly, it had all the possibilities of grinding to a halt because competing cars or marshals or both either couldn't get to the sections or, in some cases, marshals were abandoning their sections and making for home rather than be stuck miles from anywhere in snowdrifts with no chance of getting home.

One section right at the top of Newlands pass was manned by Jean Rushton, assisted by one other lady who somehow ended up running two sections which were close together as the marshals had abandoned both section, it was an unbelievable feat, Jean and her companion had to judge as best they could how far cars ascended the adjoining sections from their own section.

Northern Trial Recollections

Continued from Page 46

Eventually I managed to get up Honister Pass to find cars were still attempting Drumhouse but it was getting dark and, fearing people could easily go over the edge, I took to using the club megaphone announcing that any cars without lights wouldn't be allowed to attempt the section.

Immediately there was panic in the queue, people were kicking and bashing headlights, competitors were twisting wires together to get some form of candlepower to appear at the front of the car, one chap was holding a torch trying to persuade me it was safe to tackle it with that system.

Nervously drivers queued up at the start expecting me to turn them away, but I just hadn't the heart. I felt sick with worry as the cars one by one came up to me at the start line, I lectured each and everyone of them on the dangers of the section telling them they had to proceed taking sensible care. I even let the Austin Chummy with the passenger holding a torch above the windscreen start the section but what a fraught day.

I seem to remember only about 6 cars climbed right to the top out of about 80 entries but nearly everyone stopped beside me on the way back down and absolutely raved about the experience begging me to run it again on future trials, it was a great relief no serious accident occurred.

Cars were still tackling the section at 7 pm in the pitch black of course, a couple of marshals were even treated for exposure by the mountain rescue doctor. Fortunately, the mountain rescue team were great blokes, they spread themselves out up the track and using their "walkie talkie" radios were aware of the situation, the trial was briefly halted while the mountain rescue Landrover brought the casualties down.

A warming fire in the slate mine offices with lots of hot tea and maybe a brandy or two revived the casualties. Without Cockerthorpe mountain rescue team that trial could never have continued, cars with two-wheel brakes were lowered down with a tow rope fastened to the rear of the competing car and the front ball hitch on the Land Rover, illumination being provided by the Land Rovers headlights.

When you see a Mountain rescue collecting box please put in a donation to this very deserving and worthy cause. In reality, the happenings at that trial were a shambles, everything seemed to be conspiring against us, but lady luck was on our side, no big accidents, competitors took it in their stride and the marshals who stuck to their posts were the real heroes of the event.

When Frank Rushton and I finally managed to gather in all the scorecards we went to my house fairly near to the Kirkstile to work out the results with pencil and paper, of course long before computers, mobile phones and sophisticated communication systems.

Task completed we were full of trepidation about going back to the Kirkstile pub in case we were lynched so a very apprehensive pair made their way to the Kirkstile Inn.

When we opened the door, instead of being lynched, we were cheered and applauded to the rafters, everyone shook our hands and it took a long time to actually make it to the bar although we needn't have worried, we were plied with drinks by everyone else.

Many in the pub were well inebriated, they had been in so long, the joviality carried on and a great night was had by all. The celebrations went on until about 3 o'clock in the morning, it was a different world in rural Lakeland in pre-breathalyser days.

In the early days we hosted a party for competitors and marshals at our house on Friday nights but it ended up as things often do by getting out of hand, one year our house was like a field hospital in a war zone, somewhere in the region of 39 people were sleeping in every available room, passage, corridor or floorspace. How my lovely, late wife Rosemary endured all this mayhem I will never know but she was wonderful, an absolutely fantastic person, so placid, so peaceful, someone I miss so much these days. To end the mayhem, I wrote a note in the Bulletin to say we wouldn't be holding any more parties as Rosemary was going to compete and in fact she did with Mark Joseland but that is another story.

Although praise was heaped onto the organisers and marshals by all the competitors, rather than being for the quality of the event I am sure it was given as encouragement to persuade us to carry on and organise future trials.

The trick worked because for the next 44 years the Smith family were the main organising team, me for 20 years, then sons Andrew for 10 years, Simon 11 years, Adam 4 years assisted by several stalwarts such as Alan Dunn, Frank and David Rushton. Many who were involved years ago are still involved even today of course.

The family would have loved to continue organising it but with the ever-increasing burden of health and safety rules it meant things had to change, so as a family we "retired" as many other skills were now needed to cope with the bureaucracy.

Its popularity has never diminished the event is always oversubscribed and stood the test of time, many of the cars and some of the competitors have been competing in the event since it started, whole families come back year after year to compete or marshal and grandchildren are often seen driving the cars their grandparents drove in the first events.

Keith Thomas

Article first published in the VSCC Magazine 'The Bulletin'

Knowldale Car Club

John Clegg Mini Miglia Tour

Saturday 16th March 2019

It all started when Charlie came back into my life a couple of years ago. He enthused over his love of driving on "touring assemblies" in his Sunbeam TI that he is restoring. He explained what they were about, no licence, no scrutineering, no officialdom and no speed, "NO SPEED" to be honest I stopped listening at that point. Never thought about it again until Alan Ridehalgh posted on Facebook telling me to do the Mini Miglia as I would love it. The name brought back fond memories of the rally and people involved. We usually fared pretty well on the rally, so I'll give it a go. Happily out of nowhere Charlie rang and asked "would you like me to navigate for you?" BLOODY HELL, yes please.

A couple of weeks before the event I was lucky enough to sit in and start Charlie's Sunbeam. It is beautiful and the sound of the twin 40's brought a tear to my eye. Nothing can compare to that sound and the feeling the car gives you!! The reason Charlie was available was that his navigator Rod Brereton was away on Anglesey organising his club's stage rally.

When the final instructions came with names of competing crews my excitement really began to kick in. It more or less read like an original entry list. If they are all doing it, then it can't be a bad thing. The cars were an eclectic mix of classic cars of all marques, mixed in with more up to date machinery.

The event started from Crooklands just like we did in the old days. The morning dawned and it was wet and windy true to the weather predictions! That made a nonsense of all the polishing that I had carried out on our MGTF 160. The car park was not the place to socialise, as by this stage the weather had intensified and it was a case of head under coat and dash for the cafe. Shame really as I would have loved to have had a good look at all the cars. Once inside many familiar faces were evident and plenty of catching up being done. One man even remembered marshalling on a rally in 1967 that I was doing, he said that I was leading at half way in a Fiat 124 and it was dark green, Fantastic!!

Before too long we were in the line up to start, my bit was done : i.e.setting the trip meter to zero. Within a mile we were on proper "doing roads". They were beautiful, fast, undulating and flowed perfectly. The only blot on the rallying wilderness was water, lots and lots of water. Sometimes the water was 18" or more deep and went on unabated for hundreds of yards. We followed a nice Toyota MR2 until he hit a particularly deep bit and knocked the under carriage clean off. He said that he badly needed a few cable ties, and Charlie produced a handfull out of his bag and gave them to him. I didn't know who had the most shocked look on their face, him or me, but that's Charlie for you he is simply amazing!! The rain had not eased off one bit and it was becoming harder to negotiate through all the floods, first gear in some places and that was downhill!



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The John Clegg Mini Miglia Tour Continued from Page 48

After about 80 miles and plenty of code boards recorded the half way halt was a welcome sight. There many tales of derring do being told in a truly jovial atmosphere that filled the air. Exactly like it used to be, but sadly as we were preparing for the 2nd half, the announcement came that they were calling it off, the main reason being that the town of Hawes was completely shut off and surrounding roads were unpassable, so we were homeward bound!

Would I do another? Everything was there, the roads, the cars, the people, even Tony North who I have'nt seen for years, who must have been the best Rally photographer going. The only detail missing was speed. The roads cried out to be driven, but that is the only minus. So YES I'll be back!!!!

Malc Graham : Springhill Mororsports Club

Photos Courtesy of Tony North



The photograph to the right is of John with a Ford Zodiac rally car. It has recently arrived with Knowldale Car Club via Sarah Clegg (John's daughter.) It was sent to her by Jim Porter (RIP) with the following description:

"It was at the end of the 3 Cities (Munich-Vienna-Budapest) Rally October 1969. Ford wanted to promote the Zodiac via competition success & British Vita Racing got the job. We won the class but were about 14th overall - end of promotion of Zodiac!"



MOTORSPORT SPARES STOLEN

Early Hours on the 14th of February my Bentham workshop door was smashed in and many motorsport parts stolen

The police have some cctv footage of the vehicle so I was hopeful but no information so far

The Thieves must have motorsport knowledge because of the parts taken

- Full new set of Historic Proflex Suspension for my Avenger Tiger
- The Fronts had Upgraded top mounts and the rears were Bespoke for my car
- only 3 sets for Avenger and 10 sets for Sunbeam made so rare to come across
- Set of 6x 13 Mag Minilights bought from timmo many years ago
- Box of 6 Motorsport Fire Extinguishers Plumb in and hand held
- Box of Inlet Manifolds long and short 40s and DGAS
- Set of TI Pistons
- Also Ford parts pre airflow lotus dash Lotus bespoke Bilsteins world cup escort casings Cosworth 9 bolt Crank plus other parts

This is a Financial total loss for me and very upsetting insurance don't cover parts just cars

Social media is a powerful tool can you please spread the word on my loss

I'm offering £1000 for where about's or return of Parts

And £1000 for information leading to any arrest

Dave - 07811-665590

A friend of mine has two tickets in a corporate box for the England v Ireland rugby international on March 17.

He paid £300 for them but didn't realise when he bought them a few months ago that it was going to be the same day as his wedding.

If you know anyone who may be interested, he is looking for someone to take his place.

It's at Cardiff Register Office at 4.30pm.

The bride's name is Maureen, she is 5'6", quite pretty, good figure, has own income and is a really good cook.

Cork is out of the bottle as BRC heads to Ireland



Fellside Auto Club Northern Trial A little Bit Extra



Simon Price and Karen Davies well wrapped up against the weather in their immaculate Ford Model A special made the journey from Wales to compete in the trial and were astounded at the superb organisation having never competed in this trial previously. They now understand why several times it has been voted the best trial of the year by the competitors contesting the trials championship.



Fred Mills in his Marlin then Jock McKinnon who is more usually seen racing a vintage Bentley but is also an expert trials driver as well as long time clerk of the course for the VSCC Scottish trial which that is based around the Coulter area of the Scottish borders. Behind him is Malcolm Gordon another expert trials competitor from Scotland also a Bentley aficionado. They both thought the trial was one of the best they had ever competed in, that is praise indeed for the hard working officials of the Fellside Auto Club.

Keith Thomas

The British Rally Championship got underway last month, with the Cambrian Rally providing a heart-pumping opening round of the new-look season. After the gravel trail-blaze through the forests of North Wales, the focus now switches to Tarmac for the Clonakilty Park Hotel West Cork Rally (16/17 March) the second round on the calendar.

Britains premier rallying series will visit West Cork in the Republic of Ireland for the first time in its 61-year history, with the current BRC championship protagonists set to do battle over two days through the legendary Irish lanes. Fifteen speed tests, including an exciting street stage, will equate to 140 competitive miles, which will provide the challenge on St Patricks weekend.

Defending British Rally Champion Matt Edwards got his title defence off to the best possible start with a commanding triumph on home soil wrapping up his first Cambrian Rally victory with new co-driver Patrick Walsh. The M-Sport driver has a spring in his step and cant be discounted from fighting at the very front in Cork as the Pirelli-shod Fiesta R5 man won the last event across the Irish Sea in 2018.

Hunting Edwards down will be 2011 Champion David Bogie and Irish co-driver John Rowan in their Skoda Fabia R5. After collecting a good haul of points with a fine second in Wales, Bogie heads to the sealed-surface in search of another BRC win. The Flying Scotsman completed the non-championship Birr Stages as a warm-up, as he goes in search of his fourth R5 BRC podium on Irish soil in as many years.

Fellow Fabia R5 driver Marty McCormack from Draperstown rounded out the podium proceedings in Wales and will lead the Irish charge for BRC honours this weekend. With new co-driver Barney Mitchell, McCormack will be seeking another podium to keep his title assault on-track before his preferred events later in the season.

Reigning Irish Tarmac Champion Josh Moffett is dovetailing both championships this season in his Ford Fiesta R5, and a win with Keith Moriarty on the notes in Clonakilty would keep both title tilts on-course for the Michelin-backed Monaghan driver.

Desi Henry from Portglenone claimed fourth on the opening round and along with Liam Moynihan will be revelling at the thought of fighting for a rostrum on home soil in his Skoda Fabia R5. Jonny Greer (Belfast) and Scottish co-driver Kirsty Riddick were lying seventh on the Cambrian, however radiator woes forced them out of retirement on the way to the finish. Greer is a Tarmac specialist and will delight in threading the Fiesta R5 down the Irish lanes as he goes in search of his first BRC win.

BRC newcomer Brendan Cumiskey (Monaghan) notched up his first set of points on the Cambrian and will look to better seventh on the roads south-west of Cork with Ronan O'Kane. Tom Cave was fighting for a podium on home soil in his Hyundai i20 R5. On the last stage, the Welsh driver was struck a cruel blow when two punctures denied him the chance of making it back to Llandudno to spray the champagne. Ever the optimist, the Cave is ready to fight again and can never be discounted from the fight for victory. Fellow countrymen Meirion Evans and Jonathan Jackson also in a Hyundai i20 R5 enjoyed their first experience of the BRC top-flight on the Cambrian following two years in the junior category. After a last-minute series registration, the pair went on to finish sixth and now look to break into the top five across the Irish Sea.

Alex Laffey and Stuart Loudon (Fiesta R5) secured a top ten in Wales and will be eager to show their Tarmac form, as they push for a podium while Sacha Kakad and James Aldridge in another Fiesta R5 will visit West Cork for the first time in search of their first BRC points of 2019.

Enda McCormack and Paul Sheridan completed their first Cambrian Rally and will be chasing their first BRC points on the asphalt of round two in their Ford Fiesta R5, while Alan Carmichael and Claire Williams will also be seeking their first BRC points in a Hyundai i20 R5. The pair were forced into an early retirement after mechanical gremlins dogged their run on the first round.



Tour of Cheshire 2019

The 2019 weather was back to normal after the extreme 2018 'Beast from the East' forced the postponement of our 2018 event to September 2018. We had a mixture of sunshine and a few showers in the afternoon, but nothing to dampen the spirits of competitors and marshals alike.

Over 80 crews set off into the Cheshire countryside from the Bickerton Poacher for 100 miles of regularity sections and 10 special tests including 5 at Oulton Park where the crews had breaks for coffee, lunch and tea. Only a handful didn't get back to the after event meal and presentations at the Bickerton Poacher.

The results were close with the winner crew of father and son, Roger and Thomas Bricknell, in their VW Golf just, by 2 seconds, managing to keep last year's winners Ian Crammond and Matthew Vokes in their Merc 280SL behind them. Close on Ian and Matthew's heels were 2017 winners Howard Warren and Iain Tuille (Porsche 911) only 3 seconds further back.

The Nigel Raeburn Award for Navigational Excellence went to Roger Bricknell.

What the Competitors said " - absolutely superb rally - massive thanks to you, Lorna and your team for the huge effort you must have put in to get another ToC into the Cheshire lanes six months after the 2018 event.

From noise test through to the final control (in a lay-by?) we had a great day. Each regularity had its own challenges, from the intense multi junction affair on map 109 through to the final tulip section where the long distance between landmarks made us work hard to get a decent score, with almost no traffic on the regs all day. It's always great to see folks out cheering us on.

Excellent test venues also, with their own challenges. We got caught out again at the muck heap on Bolesworth and hesitated for too long at I-I and J-J before we could find the correct route! "

"Thank you for organising such a terrific ToC again. We had a really great time right up until I screwed up the nav on Reg H at Bolesworth". We will have to enter again next year as we are still trying to get a good result after several years of snatching defeat from the jaws of victory".

"Your bulletin black spot did the trick though, caught out a few (16 out of 83) but not the majority so pretty good job.

Mike Harrison (ToC Clerk of the Course)

Photos courtesy of Tony North





Solid start to Retro life for Tony Lynch at Silverstone

Wigan racer Tony Lynch enjoyed a solid start to life in the opb Motor-sport Retro Rallycross Championship with a podium finish from the season opener at Silverstone.

Tony headed into the weekend unsure of what to expect from his first outing in the series, having only been able to complete limited pre-season running at the wheel of his Team Geriatric-run Toyota MR2.

Using the season opener as an extended test session, Tony enjoyed a solid start to the weekend when he took class honours in his opening qualifying heat and followed it up with third place in heat two.

Another third place finish in heat three meant Tony secured a place in the semi-final, where a third straight top three class finish was good enough to earn a place in the final.

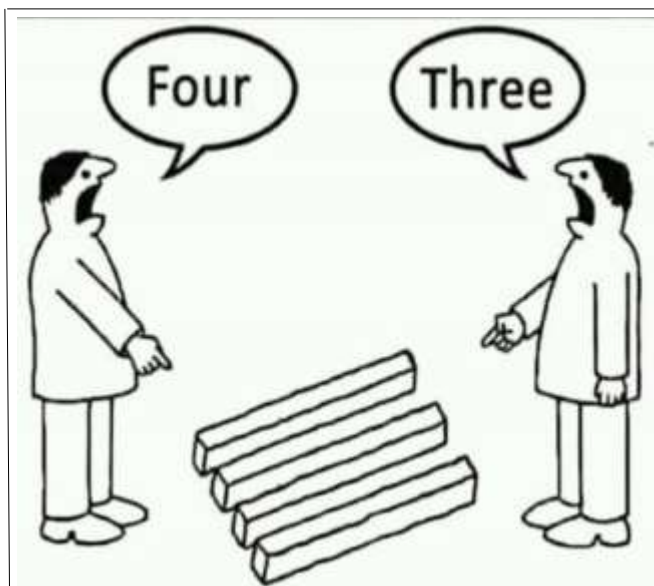
Running alongside a number of Super Retro and Retro 4WD cars, Tony put in solid showing at the wheel of the Toyota and successfully brought the car to the finish third in the Retro class.

"We didn't know what to expect from the Silverstone weekend, but I've come away from round one with a huge smile on my face," Tony said. "To qualify for the final in the first meeting with the car was more than we expected, and running side-by-side with an Audi Quattro and battling with a Lancia Stratos was an amazing feeling.

"The team did a great job to prepare the car for the weekend and it performed well, although getting a race meeting under our belt has shown a few things that we need to work on. There are clearly improvements to make to the suspension and there are some issues with the gearbox that we need to sort out, but we've got a solid platform to build on through the rest of the year.

"Silverstone also gave us our first chance to race on the new MRF tyres we are using this season and – like at Blyton during pre-season testing – they performed well despite not being designed with rallycross in mind. It all bodes well for the future as we work with them to develop a bespoke tyre and leaves me excited about what is to come."

Tony and the team will next be out in action at Lydden Hill in late April before an early season break that provides the opportunity to carry out a number of improvements to the Toyota.



March 2019

Groups Networking Meeting

Nearly 150 members gathered at Boundless' most recent leisure acquisition, West Cliff Hotel in Bournemouth, over the 11th to 13th March to discuss issues relating to the Member Communities. The meeting also provided a great opportunity for old friends to catch up and new friendships to be made.

After a busy day on Tuesday, including several round table discussions, members were invited to a gala dinner in the hotel as a thank you for all the great work they do as volunteers for Boundless.

We'd like to thank all the staff at West Cliff for hosting this event and I know many members are already looking forward to visiting the hotel again!

Volunteer of the Year Award

Whilst at the Networking Meeting, Deputy Club Leader, Pete Gregory finally had the opportunity to present a very special Volunteer of the Year Award.

Graham Maxwell was an inspiration to us all, whether he was organising one of the many Autosolo events in the North West, or arranging visits for Boundless Members to enjoy, Graham personified the perfect volunteer!

Always fantastically hard working, well-organised, enthusiastic, committed, full of energy and with a cheeky sense of humour, Graham was a real asset to the Member Communities.

Sadly Graham lost his battle with cancer last year and is someone we can now only remember with great fondness and be eternally grateful for his huge contribution to the Club.

North West Motorsports Chairman, Steve Johnson accepted the award on behalf of Graham's family. A local presentation for the family has been arranged.



Constantine Embarks On Busy Rallycross Season

Reigning MSA Junior Rallycross champion Tom Constantine heads to Silverstone this forthcoming weekend (March 24th) for the opening round of the Toyo Tires MSA British Rallycross Championship aiming to get the season off to a good start.

After pipping brother Luke to the title at the final round last year, the 17 year old from Richmond, North Yorkshire will be contesting the prestigious Swift Sport Championship within the BRX series which will once again see packed grids and close racing throughout the season.

Tom has worked hard over winter and secured the backing of Advanced Vehicle Leasing, Teesside Karting, MP Groundworks and Plant Hire of Northallerton, Sig Leeds, Intermezzo Drive, Wray Joinery Limited, DJR Smith, Victoria Garage Richmond Ltd, Royal Purple Lubricants and Constantine Building Services for his bid which will see identical 1600cc Suzuki Swifts battle it out over nine rounds.

Indeed, local support could well come in handy as the final two rounds of the series are at Tom's local circuit of Croft whereby, he has enjoyed plenty of success in the past, most recently as co-driver to dad Mark in last month's Jack Frost Stages Rally in their Vauxhall Corsa.



HEXHAM & DISTRICT MOTOR CLUB

THE MARCH MELEE RALLY

The ever popular Hexham 12 Car Series continues to be extremely well supported with the latest offering, The march Melee Rally, well oversubscribed ensuring a full field turned up for the start at the Oak Inn, situated right on the main A1 road North of Morpeth. They were, however, left standing out in the cold as the place had unexpectedly closed the previous day so signing on was conducted by a combination of moonlight and flashlight !.

The route, all on map 81, was new to many of the crews, indeed, 12 car rallies were new to several who were making their first attempt at a Hexham 12 Car. The event kicked off, as usual, with a regularity running across the A1 and down through the hamlets of Thrislington and Hebron to finish back at the A1 again. Penalties varied greatly here but J a great performance saw Alan Bennison/ Roy Heitt drop only 22 seconds, J osh Davison/ Ali Procter, not unexpectedly, came out next best on 1:16 from James Hastings/ Sophie Wickham on 1:49 and Chris Dodds / Hannah McKillop on 2:32, if Ali was on form, Lynsey unfortunately wasn't and took the nice Mini Cooper of Thomas Robinson on a 7 minute detour.

Crossing the A1 the route used the yellows round Pigdon before dropping down t a control situated right under the A1 near Mitford, penalties on this section were light although the Monnaghan/ Purvis Mazda MX5 dropped 4 minutes. On more tight yellows the route headed almost due West to Whalton, although Sally Ann Hewitt/ Mark Lewis must have had a faulty compass, dropping a massive 8 minutes. After a quiet section through Whalton village, the route used a couple of not as map triangles, one at ach end of the hamet of Mel-don before running along the twisty yellow to Molesden. Then it was on, skirting Mitford and running West again to TC.5 beside the Dyke Neuk pub, this section easily on for malmost the entire field.

The route Then headed North, skirting Netherwitton and Longhorsley to end up at TC.6 near Birks Farm where the farmer was out spectating, turns out he's a classic car enthusiast. A long loop round by Wingate brought crews to TC.7 , again this section proved easily on and then a loop took crews through the ford at The Lee and back round by Pauperhaugh, another easy section for most crews. Heading back East via another ford over the Maglin Burn and Thistleyhaugh, the rally lost the Lattimer/ Thouliss Citroen C1 who disappeared who knows where, Hewitt/ Lew-is dropped 5 minutes and Robinson Procter 1.

Some events often have a sting in the tail and the March Melee turned out to be one of those as several crews struggled to find the correct direction to approach the final control outside the Anglers Arms at Weldon Bridge, Hewitt/ Lewis dropping 9 minutes, Robinson / Procter 8 and Tait/ Scott a massive 19. Worse still, Monaghan/ Purvis and Belbin/ Burns came in WD as did Bennison/ Hewitt, they had dropped a mere 22 seconds all night but went from heroes to zeroes at this final hurdle.

Despite the last gasp problems, everybody seemed to have enjoyed the evening and the numerous enquiries of "When's the next one ?" seems to indicate that the Hexham 12 Car Series is still as popular as ever. The events provide an ideal starting point for competitors to get their first taste of road rallying, cheap, inexpensive and with a great social atmosphere, they provide just what the club competitor is looking for.

RESULTS.

1.	Josh Davison / Ali Procter	Proton	1:16
2.	James Hastings / Sophie Wickham	Proton	1:49
3.	Chris Dodds / Hannah McKillop	Proton	2:27
4.	George Harrison / Stephen Crosby	Proton	4:18
5.	Dave Bell / Andrew Drape	Fiat Punto	12:57
6.	Alan benison / Roy Hewitt	Proton	15:22
=7.	Sally Ann Hewitt / Mark Lewis	Suzuki Alto	25:31
=7.	Thomas Robinson / Lynsey Procter	Mini Cooper	25:31
9.	Jeff Tait / Warren Scott	Ford Escort MK2	30:57
10.	Kevin Monaghan / Chris Purvis	Mazda MX5	31:51
11.	Derek Belbin / James Burns	Ford Escort MK1	1:53:23



Photos Courtesy of Mervyn Hogg

Gemini Communications



April 21st
(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

Enville 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

Wales Rally GB

North Wales

I.M.S.



1st October

Recce 1

2nd October

Recce 2

3rd October

Shakedown

4th October

1st Day of Stages

5th October

2nd Day of Stages

6th October

Final Day Stages

TRAINING

3rd August

Fire Training

Darwen Services

email Tracy Smith

tracey.amsc@hotmail.com

7th December

1st Marshal on Scene

Darwen Services

email Tracy Smith

tracey.amsc@hotmail.com

BIKE RIDES



? May

Dyfi Forest Bike Trial

Raw Indro

?

Preston to Morecambe

60 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

Following SMC Stages

O/A	Call Sign	Operator	Score
=1	G 38	SEAN ROBERTSON	29 points
	G 14	ADRIAN LLOYD	29 points
=3	G 23	IAN DAVIES	20 points
	G 25	CHRIS WOODCOCK	20 points
	G 50	DAVID PEAKER	20 points
	G 55	STEVE BROADBENT	20 points
	G 62	COLIN EVANS	20 points
=8	G 01	BILL WILMER	10 points
	G 02	GRAHAM COOKSON	10 points
	G 06	DAVE CROSBY	10 points
	G 11	MARK WILKINSON	10 points
	G 17	ROBIN MORTIBOYS	10 points
	G 37	JERMAINE JACKSON	10 points
	G 56	TONY JONES	10 points
	G 59	MAURICE ELLISON	10 points
	G 64	DAVID BELL	10 points
	G 65	BRIAN EATON	10 points
	G 70	DAVID MAINPRICE	10 points
=19	G 07	TONY & AVRIL LEE	9 points
	G 26	MARK DICKENSON	9 points
	G 53	TOM & VICKY MERCER	9 points
=22	G 24	PAUL HENRY	5 points
	G 28	ANDREW TAYLOR	5 points
	G 33	JOHN ELLIS	5 points
	G 51	GERRY MORRIS	5 points
=26	G 03	LES FRAGLE	points
	G 04	IAN WINTERBURN	points
	G 05	STEVE COOMBES	points
	G 09	KEITH LAMB	points
	G 10	BRIAN KENNEDY	points
	G 13	STUART DICKENSON	points
	G 18	EVE & G FISHER	points
	G 21	DEREK BEDSON	points
	G 31	DUNCAN STOCK	points
	G 32	BRYAN FLINT	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 58	GEOFF INGRAM	points



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place in the Forest

---:--

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The 2019 WRGB Rally **(01st & 02nd)** **03rd to 06th October** **2019 RADIO STAFFING** **C SYSTEM CREWS**

This is again to welcome, update, advise and invite you to help with Safety Radio cover on this year's event. At this time the route has not been confirmed so I am unable to share this with you. This email is an overview to inform you of the event and to give you a taste of what there is to come and how you can help, along with seeing the worlds best rally drivers at close quarters.

Your assistance is greatly needed and truly appreciated.

What stages are on Offer:

Radio Crews are wanted for all these stages:

Tuesday 01st October

Reconnaissance

Wednesday 02nd Oct.

Reconnaissance

Thursday 03rd Oct.

Shakedown - early evening special stage

Friday 04th Oct.

special stages run throughout north and mid Wales

Saturday 05th Oct.

special stages run throughout north and mid Wales

Sunday 06th Oct.

All special stages should be completed by early afternoon.

The last stage will start at 12.18.

What do I need to do now:

Please make a note of the day or days you can help, book time off work, let me know and I'll add you to my lists. Later on you will need to register with RST but this is not set-up until all the stages have been confirmed. As soon as I have more information I will get back to you all.

I really look forward to hearing from you,

Bill Wilmer : Gemini Communications

Mob 07973 830 705

w.wilmer@btinternet.com

Knutsford & District Motor Club **The 53rd. Plains Rally**



BTRDA **Saturday 11th May 2019**

NEW INVITE - NEW AREA **BIG CHANGES WITH NEW STAGES**

May I invite you to assist with Safety Radio cover on this years event, and also advise that the event will not be using any stages in the Dovey Forest area. We are moving the event to a new area but keeping the Dyfnant stage then going north to the large Aberhirsant Forest along with the Llangower stage on its way. The service and Rally HQ will be moving from Welshpool to Oswestry.

What we are now after:

Please come and help with the Safety Radio Network - more details below:

What stages are on Offer:

All the Forest Stages will be used twice apart from Llandgower - *times are approximate but will advise once confirmed.*

SS 1&4 Dyfnant 1&2

10.25 mile Time about 09:00 & 13:00

SS 2&5 Aberhirsant 1&2

9.5 mile Time about 10:00 & 14:00

SS 3 Llangower

2.25 mile Time about 10:30

What to do next:

Please let me know by emailing me if you can help and if you have any preferences

I look forward to hearing from you.

Sincerely Yours

Bill

Bill Wilmer

**Plains Rally Radio Staffing Officer &
Radio Controller**

Motorsport UK Regional Radio Co-ordinator;

Radio Mutterings

Belgium March 2019

A diversion this month for a short break in Belgium and Germany, exploring the WWII battlefields of the famous Battle of the Bulge in December 1944. Whilst exploring the historic area around Bastogne and Malmedy where some of the fiercest fighting took place, we came upon the small town of Stavelot and its historic Abbey. With a few hours to kill we decided to explore the Abbey complex and unexpectedly came upon the 'Musee du Circuit de Spa-Francorchamps' located in the superb vaulted stone cellars of the abbey !. For any motorsport fan, Spa has a particular resonance and looking at the maps Spa itself isn't that far north from Stavelot, but why the museum is in the cellars of an ancient abbey is anyone's guess.

Our unexpected find is a real gem and the museum presents the prestigious history of the circuit from its earliest beginnings through to the present day. The history of the circuit and the races it holds comes to life in a variety of stunning exhibits of historical artefacts, trophies, other racing memorabilia and of course the cars and bikes and what a collection. Models of the circuit and interactive videos allow you to take a flying lap around the circuit in a car or from a biker's point of view, or perhaps look at one of your F1 or maybe touring car heroes and relive some of their most famous moments around the mighty Spa.

For bikers the collections of racing and obscure bikes is equally impressive and varied.



So next time you find yourselves in Belgium why not find a couple of hours to visit the historic Abbey in Stavelot you might just be surprised as to what you find (www.abbayedestavelot.be).

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21st Legend Fires North West Stages **23rd March 2019.**

After a year's break and the introduction of closed road rallying the North West Stages returns and for me that means the short trek north to Weeton, for stages 4, 8 and 12 of this popular tarmac challenge. Signing on is a very civilised half seven to half eight and we roll up, my brother and I, with plenty of time to spare. Our signing on cards are exchanged for a welcome goody bag, which along with snacks and refreshments includes a rather natty torch, come seatbelt cutter and glass punch which is much appreciated. I'm allocated what seems to be my 'usual' spot at this venue the split junction, two laps left and one lap right, at least that's what the sign says.

Once safely parked off the stage there is time to say hello to the two marshals also at the junction and familiarise ourselves with the layout before the inevitable cavalcade of safety cars. To be honest I've been on events with less entries !. Radio comms unfortunately are truly terrible for some unknown reason and barely half the radios across Weeton can hear Kay Control and I step in as a radio link / local controller, although even to me Control can fade in and out. Derek, Silk 8 on the Staynall Stage before Weeton has similar problems and acts as a link across his stage from his position at the stage finish.

Speaking of safety cars, I can't for the life of me so the benefit of running a 'Road Closing' Car with lights and sirens through a 'closed' single venue stage, but hey maybe 'rules is rules' !. Car 0 unfortunately doesn't last very long before hitting major trouble in our stage as something in the front suspension breaks and they limp to the stop line.

About fifteen minutes or so later than expected Car 1 blasts into Weeton at 10:47 and for me and brother Simon the hard work really begins. The split to say the least is hectic with cars arriving in bunches of two, three or four and then crews struggling with that age old question is it right or left ?. On this first run plenty are somewhat rusty or confused and as Simon shouts left or right and the car number, I also have to try and grab airtime off Kay Control (who by the way were excellent, despite the technical maladies) and respond to radio calls in Weeton from crews who can't hear anything happening elsewhere over the airwaves at all. To be fair everyone quickly grasps the difficulties and when I ask for airtime or Control says 'wait out' we manage quite well at least for most the time. Derek on the proceeding stage is also tested with cars hitting a deer and then a safety incident which forces the stage to be halted and rescue resources deployed. Thankfully by the sound of it the individual injured is not badly hurt although the need to evacuate the casualty and the delay means the remainder of the stage is unfortunately cancelled.

Back at Weeton the action is fast and furious and the challenge of deciding left or right begins to prove too much for quite a few crews. In the end nine cars require a judge of fact report for either too many, too few or incorrect stage routing. What really frightened me was a dangerous incident when two cars on different laps hit the split and then almost simultaneously decided they had made a big mistake.



Continued on Page 60

Radio Mutterings

Legend Fires North West stages

Continued from Page 59

An incorrect left turning car was spun around right and an incorrect right turning car spun round left, the result was that the two cars headed towards each other head on at speed. I can only describe this as a 'Red Arrows' moment as the two cars passed inches from each other back onto their respective correct laps, to say my heart was in my mouth would be a gross understatement, but not the worst of the days incidents.

Meanwhile elsewhere in the stage Car 64 is off at Junction 20, Car 73 at Junction 7 and we have a fire reported with Car 44, although thankfully the latter is out by the time they get to Tartan 3 at the Stop line. In the end we see a total of 105 runners into the first thrash around Weeton and 103 more or less safely out of the stage. With the radio comms as they are I'm left to organise recoveries with our friends Merlin Recovery and rather confusingly Catseye Recovery 'undercover' in the Gemini Recovery Land Rover, just to confuse me. Although to be honest that doesn't take much when you are trying to manage a complex split with multiple cars pretty much every minute and link / control the radio comms on the stage, but hey who said this game was easy !. Before I forget, apologies for once or twice slipping into a Gemini Control call sign rather than my own Gemini 23 callsign in the heat of the moment.

After a well derived cup of coffee and butty it's soon time for the inevitable safety convoys to return and the ritual showing of the red flags to the same cars you showed it to a couple of hours before. Incidentally I couldn't help but notice that a certain David 'the Land Rover' Mitchell was driving the motorsport UK Safety Delegate around but in of all things one of the event partners Simpsons Skoda cars. I'm surprised David knows how to drive anything other than a Landie !.

The Weeton action resumes at just after two o'clock and its not too long before I'm forced to make a safety shout as Car 6 pulls off with mechanical problems right at the 300 board into the split. Although almost all of the car is off the stage the narrow Weeton roads are unforgiving and after the marshals do their best to slow cars down, I'm forced to ask for the stage to be halted to avoid a serious accident. Once the last car is into the split Merlin Recovery is dispatched from just around the corner and John has the car hooked up and moving in about two minutes flat and after a total stoppage of only eleven minutes the action resumes.

Not long after restarting Car 85 flies past with the bonnet up, although to be honest it doesn't seem to have slowed them down much and they complete all three laps with somewhat of a restricted view. Listening to the radio much of traffic seems to concern Derek and his stage with various calls for Police assistance around the road closures. Back in Weeton we see the demise of Car 82 at Junction 28+ and a final tally of 93 into the stage and 91 out.

After the stage is turned around we were expecting a break of maybe just over an hour, unfortunately incidents elsewhere on the event mean we expect an additional maybe hours delay to the event.

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Radio Mutterings
Legend Fires North West stages
Continued from Page 60

So we hunker down as the wind picks up and the Weeton temperatures fall, in what up to now has been a somewhat sunny spring day. After what seems an eternity the safety cars return but do they really need to pretty much all traverse all three laps of Weeton with sirens blazing ?. Collectively they made more noise than the rally cars !. Just before 6pm I get the green light and Wallasey 1 on the start line gets them moving and the action resumes.

After describing the 'Red Arrows' moment above I thought the days lunacy was over with but oh no. A car struggles through the split left and pulls off through the line of cones to the right side of the stage. Marshals run over and it appears they have a gear selection problem and after various attempts at resolution they appear to give up and the OK Board and triangle are deployed. I call in the car on the radio to Control and 'book' recovery and continue with the rest of the stage. Five minutes or so later the crew suddenly decide to move and push the car around and then proceed to push the car parallel to the stage along the narrow tarmac but facing oncoming cars, separated by a few cones. Despite pleas from the marshals and myself our instructions are blatantly ignored and the two crew push the car at a snail's pace across the top of the 'T' of the split in the direction of the Stop line, any car that lost it into the split would have crashed into them and their car in a second. I can't for the life of me understand their reasoning that their actions were a safe choice, all to save a recovery that was only a short time off as the stage was more than half run. In the earlier incident I sort of can understand the split second decisions to spin the two cars around, but in this case this was a conscious decision to push their car parallel to a live stage across the top of a fast and at times dangerous split, words really do fail me for such selfish behaviour.

As the light fades we are treated to a brief but rather spectacular sunset as the light dims across Weeton and reading car numbers becomes somewhat of a challenge. The latter is not helped by one of my pet hates, cars with black numbers on a dark background e.g. Car 22, black numbers on a very dark red background, just how does this pass scrutineering and meet the rulebook ?.

Stage 12 finally comes to an end at 19:09 as the last of the 80 runners into the stage finally and all alone make it to the end of the stage. It's been a long day but the quality of the entry, the camaraderie of the marshals and the intensity of the role means the time has to be honest flown by and it's time to head home, until next time

Ian Davies
Gemini 23 / motorsport UK Radio Controller



R.I.P.
Ray Kavanagh
Gemini 46

Ray Kavanagh passed away - all very sudden apparently. His funeral was on the afternoon of March the 22nd, I have no further details.

Ray, Gemini 46, was one of our radio crews, along with being a Motorsport UK Steward for many events, a latter one being the Festival of Speed.

Although maybe not known to most of you, Ray was a big part in the 1980 & 90's North Wales team when we run the Lombard rally through the area and officiated on events like the Skip Brown and many others.

For the past 15 years or so he and his Wife Mary were out on almost all of our Bike Ride events supporting the various charities. Ray was the MSA Steward at several of the Aintree Sprints run by Liverpool MC. Ray will be missed by many.

Gemini Communications Team

Those Golden Days

Some reflections on the early days of clubman's motorsport in my life

In 1961, I was a 14-year-old schoolboy helping serve petrol at Winthorpe's little garage in Workington on the corner of Vulcans lane and Harrington road now the sales showroom for Keswick Superglaze. I didn't get paid, I just enjoyed meeting the various people that came for petrol mainly business people in cars or vans. Lots of motorbikes some ridden by leather clad enthusiasts or "Ton Up" boys such as the well-known demolition contractor Alfie Parker who had a Road Rocket and was a wild guy on it. Others had Triumph Bonneville's, a couple of guys had Vincent's, these were the real Rolls Royce's of the bike world. Other people rode bikes just to get back and forward to work, motorbikes were economical machines as very few people had cars if they were ordinary working folk. Buses were plentiful; the workers buses to the steelworks, local collieries or Sellafield were packed with people every day which these days seems amazing, how times have changed. The biggest changes occurred between about 1960 and 1975 as in that short space of time car ownership generally went through the roof.

As I mentioned in 1961 most cars were owned by business or professional people who used to come in for petrol, no diesel at a normal filling station in those days. It was served by the attendant who often happened to be me or the garage owner, Ashley Winthorpe, or his mechanic, Michael Harper at other times, self-service was something for future generations.

When buying petrol many caring owners would ask for "shots" of upper cylinder lubricant to be added, these were dispensed by a pump and added in with the petrol, I remember petrol being 4s/11d a gallon for a long time plus 1d or a penny per shot, bringing the total cost to 5 shillings a gallon, 25p in today's money so £1 bought you four gallons and four shots !

The local motor club was the West Cumberland Motor Club, prominent members and some of the cars they drove were as follows, John and Ian Sinclair, Rover 3 litre & Triumph Herald, Paul Walker MK1 Cortina GT, all well-known jewellers in Workington. Jonathan & Anthony Saul had an architects' practice, they had very sporting cars, an Aston Martin DB4, Reg No 4 SMU formerly I was told the personal car of David Brown owner of Aston Martin. Also, a 1275cc Mini Cooper S reg no 200 LRM and a Lotus Elan. Derek Blacklock, the pharmacist from Boots Chemist, had an Austin 1100, Bill Rook, bank manager of the District Bank in Pow St Workington, a rather similar car. Mick Morgan, a teacher with a splendid moustache and a Morgan, milkman and driving instructor Ron Graham had a Riley 1.5, car salesman Gowan Couthard who worked for County Garage, the huge Ford dealership owned by Paul Gilligan's family, drove anything Ford usually Cortina GTs or Corsair GTs and used them in the various events such as autotests, rallies, he even did the Mobil economy run. He sold dozens of similar cars to the ones he drove and many cars with what we now call cherished numbers. Gowan used to select numbers that looked pleasing to the eye as it was at no extra cost in those days. My parents bought a bright red Cortina MK1 from him and chose the reg number CAO 777B. It was bought when car ownership amongst working people became common, it did very many rallies and autocrosses with my dad and I sharing it but ended up being written off on a rally when, with dad driving and me navigating, he lost it on some mud and hit a concrete milk churn stand that all farms had at their lane ends in those days before milk tankers collected the milk. Fortunately, Cornhill insurance didn't exclude rallying in their policies so paid out the £375 for the write off, this enabled dad to buy another second-hand Cortina GT to replace it.

Andrew Ferguson, a window cleaner from Whitehaven, had a grey minivan then a grey mini 111 LAO, he was the fastest window cleaner in the west, he also bought a red Lotus 7 with a 1340cc motor that he occasionally raced at Croft and I accompanied him as paddock helper. Wilson Watson, a garage owner from Waverton the first specialist tyre business in Cumbria, had a Mini Cooper then a Lotus Cortina MK1, Bert Lowry, of Stainburn post office who was also an engineer with the Workington town council, had a series of VWs Beetles, a VW Variant (anyone remember those) and then a 970cc Cooper S DRM13C if my memory is correct. Not many 970 Cooper S were produced, they were a most unusual special model designed for racing in the 1000cc class with suitable engine boring.

One of the best known members and a chap who lived for cars the whole of his life was Max De Redder, chief electrical engineer at the steelworks, he had a TR2 then an Aston Martin DB2/4, a 1904 Cadillac that he and his wife Pat competed in the London to Brighton run before they bought a much later car, it was a 1910 Renault which also did the London to Brighton many times.

Continued on Page 63

About this time, 1963 era, a young farmer's son was doing autotests and was by far the best driver doing this type of event, he could make his Frog Eye Sprite do handbrake turns, reverse spins like no one else, according to my brain the reg no was XAO 495, the young lad was Edwin Cook. Yes, that's the same Edwin that had the yellow Triumph Stag for many years, now has the Aston Martin and still performing miracles in autotests in his red Cooper S and Mini special as well as navigating for son Richard in the ex-factory Subaru Impreza. They are so good they take top places in such events as the Malcolm Wilson Rally, the Tour of Mull as well as other top events. A keener enthusiast, nicer guy, better driver or co driver it would be virtually impossible to meet. He is still tinkering with cars, competing at the highest level and known by everyone including Lord March. Edwin is a regular visitor to Goodwood House at the Festival of Speed and Revival weekends! Ask him sometime, keep- up appearances Edwin.

I competed in many rallies in the early 1960s navigating for many of the people mentioned sliding about on the leather bench seats of many of the bigger luxurious cars or bracing myself and holding on whilst trying to read a map in the Rexine seats of the 850cc Minis or recently introduced Mini Cooper. When lap and diagonal seat belts came out you felt much safer having adjusted the belt to suit as maybe it had previously been occupied by the driver's wife and she may have been a large rather heavy busty lady. The belts were not inertia ones but rather like those in an aircraft often made by Irving too, but they did hold you quite well. Roll cages? never heard of them. Even the safety belts weren't fitted by manufacturers, but keen sporting drivers often had them fitted rather than buy leopard skin imitation seat covers that Sunday drivers tended to buy as extras for their pride and joy that they washed on Sunday mornings.

Rallies were held on Sunday afternoons or sometimes, if a big one it started in the morning,, a series of spot heights, map references, puzzles, crossing electric and power lines or similar clues led cars and crews to a hotel maybe at Lockerbie, Penrith, the Queens Hotel in Keswick market place was one venue where you parked the car right outside in the street. The Queens is now the Bronson Steak House owned by Charles Graves and there is nowhere you could park 20 or more cars right outside without any problem in Keswick market place these days.

Club rallies were really nothing more than treasure hunts in those days, even the RAC Rally was called the rally of the tests and, unless bad weather intervened as it did in 1959 with snow blocking the Tomintoul road in the Scottish Highlands, it was often a leisurely tour around Britain with driving tests at such venues as Blackpool prom. In 1959 a guy called Gerry Burgess in a Ford Zephyr was brave enough or foolish enough to tackle the deep snow blocked route closed by the police, in doing so he managed to get a signature at every control thus allowing him to win the rally but only after many protests by other "works" teams.

In 1960 the RAC Rally entered the forests for the first time so became a really competitive international event with speed over the forest tracks being the deciding factor, this made it one of the best rallies in the world. Other club rallies started becoming more competitive too, most started using "white" roads (i.e. unsurfaced roads marked white on OS maps), these are unsurfaced tracks such as the Mosser to Loweswater fell road, Blindbothel white that runs between Lorton and Mosser, these rallies used farm tracks such as Stargill with the famous river crossing through the ford near Little Clifton that used to draw big crowds when rallies such as the Derwent rally passed through in later years. Airfields, MOD property, Workington Slag banks and Greggains' quarries at Mawbray later became household words in rally circles but motor clubs had changed dramatically too. The original members were now more likely to meet as a Rotary club, motoring wasn't exclusive any more and quite rightly those who could afford high value quality cars such as Jaguars & Rovers weren't wanting to take them on rough tracks, those that had money and were still keen on motorsport often bought a second car, fitted a sump guard and went rallying but roll cages were still not generally used unless competitors were doing Motoring News Championship events or serious forest rallies.

I navigated for a few years for a guy called Gordon Richardson in Hillman Imps, we often started a rallies such as the John Peel, Eden Valley, Trio or Tirril at 10.30pm, covered probably a 200 mile rally route over Hardknot and Wrynose passes, lots of farm tracks and white roads before finishing at 6.30am at a hotel for breakfast. We then returned to Workington, then after a sleep washed the car, removed the sump guard and spotlights and on Monday morning it would return to its proper job as Falcon School of Motoring car. In it dozens of people the following week would wonder why there was a map light screwed onto the dash or a socket for a Poti map magnifier whilst they learned to drive and pass their driving test around the streets of Workington.

I had to be very careful not to brace my feet against the bulkhead in this car if I felt we were late in braking as the dual controls were still connected on my side, surprisingly very few people ever missed their lessons because of mishaps on Saturday nights although it caused us a bit of midnight oil at times on Sunday nights to get the car into shape for Monday mornings.

SUNSHINE AND MOTORSPORT STARS BRING RECORD CROWDS TO RACE RETRO, POWERED BY MOTOR SPORT

Visitors to this year's Race Retro, powered by Motor Sport, were treated to motorsport stars, rally legends and glorious sunshine at Stoneleigh Park over the weekend, bringing a record crowd to the show.

Some 24,212 enthusiasts attended over the three show days, an increase on 2018's 23,100 attendees, to see the mix of rally and racing cars as well as special guests including British racing drivers John Watson and John Fitzpatrick along with 'Rally Professor' Rauno Aaltonen. Event Director Lee Masters said: "This is the third year the show has been under Clarion Event's ownership and to 'buck the trend' and increase the audience in the current climate is testament to all those who have helped and supported not only our vision for the much loved event but their own passion for the future of Race Retro and historic motorsport."

The Motor Sport Live Stage also played host to F1 engineer Frank Dernie, rally drivers Rosemary Smith, Russell Brookes, Jimmy McRae, and Willy Cave as well as racing pundit Tony Jardine and BTCC driver Antony Reid to name a few.

On Saturday and Sunday, visitors were treated to two new Live Rally Stages with over 120 Group B and WRC cars in action under the watchful eye of Rallying with Group B. The existing stage had been forced to move due to the construction of HS2 and, despite a steep learning curve on the first session on finding the prime viewing locations, the new layout proved very entertaining for both the drivers and spectators.

Rauno Aaltonen was the first across the start line after being reunited with the original Mini he drove to victory in the Monte Carlo Rally, with owners Patrick Walker acting as co-driver. Jimmy McRae lined-up alongside him in his late son Colin's Subaru.

The number of rally stars must have inspired a new generation as HERO events offered driver and navigator training to over 150 novices and rally crews looking to hone their skills. HERO also offered 'Arrive and Drive' opportunities to go behind the wheel of one of their classic fleet while on Sunday 30 cars took part in the Retro Classic Tour.

Back inside the halls, and the Pride of the Paddock competition saw visitors awarding first prize to Ian Medcalf's Fiat 500 Special Saloon with Justin Benson's Ferrari 250SWB replica announced as the runner up.

The Retro & Café Racer Pride of Ownership was won by Dave Morgan's 1976 Honda CB836, which he rides on a daily basis, with Phil Knapton's 1964 Triumph Bobber as the runner up.

James Redman



My little tumble has certainly dented my hopes of retaining the ANWCC & SD34MSG Champion Marshal Trophies this year. So far I have missed out on the Malcolm Wilson Stages, Tour of Cheshire, Questmead Stages, John Robson and the Lee Holland Stages. Then to add to it all we had to cancel the Primrose Trophy Rally (Matt was having to leave a lot more to me this year as he was fairly much tied up with work and his North West Stages duties and with a broken hip + the other injuries I was not up to being able to do very much). 60 marshalling points lost in just one month and the quack recons it will be another 2 months before I will be fit enough to drive. Despite missing all those events I have just discovered that I am in 4th place in the SD34MSG Championship with 13 points adrift of the leader. Not sure about ANWCC - I will have to wait until the end of the month to find out about that. The good news is that I did manage to get out on the Legend Fires North West Stages courtesy of Chris Hewlett who ferried me there and back. It will probably be the end of April before I am back driving

It would appear that the Ceremonial Start of the LFNWS on the Friday night in Garstang was an outstanding success. Garstang was jammed packed - would think the shops, takeaways and pubs did a roaring trade - it would be nice to know how much extra business was generated.

Saturday morning and I get picked up by Chris Hewlett at 6:15 and we are on location on 'Nicky Nook' just before 7 am. Set up the radio and then the really important bits - namely the Camping Stove and soon we are tucking into bacon and egg butties and a cup of pipping hot coffee. As usual (we will be lucky if I can see a car or two sat behind the box junction) there isn't much chance of catching the numbers of the faster cars so Matt Hewlett is given the PMR and he and his girlfriend are my spotters for the day. We don't have any problems at our location (J4) other than having to pull down and rebuild the box junction to give residents access after every stage but if that's the price to pay for 'Closed Roads Rallying' it's one I am prepared to pay. All the residents and Spectators who came through our junction were very pleasant and friendly and even though we were not at an official spectator point we must have had a couple of hundred through our junction. Even the walkers and bike riders took heed of what we said about access without even a hint of an argument. We even had an old couple out for an afternoons stroll that stayed to watch most of stage 5 before turning back and heading to the nearest pub for their 'Tea'. Their comment 'Never seen anything like it' and 'I have a Fiesta - It wont go as fast as that'

Eventually SS9 comes to a close and it's time to pull down all the stage furniture. It's been a long but enjoyable day. My own concerns about Nicky Nook as a stage have not materialised. It's a narrow road and I could imagine that if we had an off or even a breakdown then the stage would be blocked. Yes we had the odd breakdown and the odd off but nothing blocked the road and it ran well all day. As the field got stretched delays did occur but nothing too serious.

From my very limited viewpoint it was an excellently run event. Everyone involved in the planning in any way, no matter how small, should be very proud of the Legend Fires North West Stages.

It was getting a little tired in its old format but now it can really go forward from strength to strength

Grumpy Old Git

Still Wittering On & On & On



B**T**

I've been trying very hard to mention this subject hardly at all but now it really is the elephant in the room. I'm writing this on March 16th so things will no doubt have changed dramatically by the time you both get to read it, but I thought some feedback on the chaos caused currently for our industry might be interesting.

A few days ago we were contacted by the Fleet Sales Manager of the largest Ford Dealer in the UK, a company we do a fair amount of business with. He told us that he's been told from "on high" that he wasn't under any circumstances to quote a customer for any vehicles that weren't in the UK currently. Ford of course don't make cars or commercials in the UK any more, but almost everything they sell here is manufactured in the EU. And therefore as things currently stand liable to a 10.65% import tariff if brought in after midnight on March 29th. Customers are claiming they have a valid contract, manufacturers are pointing out the small print that says under this circumstance they haven't. Chaos reigns. Audi have told their customers they can cancel, from the same parent company VW have told their customers they can't!

IF, and everything associated with this subject is a big IF, this tariff comes in then clearly good news for those few that still make in the UK, and bad news for those who import from the EU, and their dealers. Of course there will always be those who seek to profit from such confusion. One of our customers was told a few days ago by a major Land Rover Dealer that he needed to order quickly to avoid having to pay the import tariff. Customer was pleased when we confirmed that if the UK left the EU on the 29th Solihull was still part of the UK so this wouldn't apply. Customer ordered anyway, but from us as he didn't like being lied to!

I somehow think I'll be forced to mention this subject again next month sadly?

Geneva Motor Show

This and Frankfurt are by far the two best shows in Europe, I've been lucky enough to attend both in the past and like most people Geneva would be my choice. Both great shows but takes a lot to beat Switzerland in early Spring!

The big news about Geneva broke before the show even opened. Ford, Jaguar Land Rover, Volvo, and Vauxhall wouldn't be exhibiting for the first time in living memory. Vauxhall you can understand as the brand is only sold in the UK, the same cars being sold as Opels in Europe. However Opel didn't exhibit in Geneva either. Ford went so far as to say the Goodwood Festival of Speed was a more effective place for them to exhibit these days, and all the absent companies were at pains to point out that they felt "traditional" motor shows were "less relevant" to younger customers these days. Having said that all except Volvo are currently losing money and cutting jobs so cost saving was no doubt the real reason.

Those who did exhibit put on a great show by all accounts although one friend who attended told me the time had come to rename the Event the "Geneva ELECTRIC Motor Show". There was no doubt that this is what it was all about this year with manufacturers vying to show off their electric offerings, and Mercedes even putting a petrol C200 beside a hybrid S560e limo on the stand with large signs pointing out the CO2 of the limo was 59gr/km, the much smaller C Class 167gr/km. Seems pretty obvious which way we're going doesn't it.

Although at least one lucky motorist isn't following that path. Pride of place on the Bugatti stand was taken by a one off car they have created for a very wealthy client. Christened "La Voiture Noire", literally "The Black Car" the price is anywhere between £10M and £14M plus VAT depending which rumour you believe. Makes Bugatti's "normal" offering which run from £1.5M plus VAT upwards seem positively cheap.

Morgan Sold To Private Equity

Shock news announced at Geneva was the sale of Malvern based Morgan Motor Company to an Italian private equity outfit. Morgan currently employ 200 people to make 750 cars a year being a mix of 3 and 4 wheelers. And they don't do it for nothing, last year they made a profit of £3.2M that's well over £4000 a car. That's shall we say an "unusual" margin in this industry, many volume manufacturers would be happy only to lose £4k a car!

The Italians have taken a majority controlling stake and plan to more than double production whilst protecting Morgan's heritage. Whilst many die hard Morgan fans are very nervous the very same Italian company is a 31% shareholder in Aston Martin and Aston's progress over the last few years has been pretty good?

Lots Happening At Tesla – As Ever

It seems pretty clear I can't get through a month without mentioning Tesla. This month they've announced they are closing all their US showrooms to cut costs. Tesla own all their own dealerships rather than using the normal model of independent franchisees. In total they have around 200 dealerships Worldwide with 80 of these in the US. Tesla are fighting to be able to sell their new smaller car the Model 3 for \$35000 to American customers, and they claim that closing the showrooms will save them 5% of total costs. Many were in very expensive high profile locations (like central Manhattan for example) so this is perhaps credible.

So how do you get a test drive? You don't, but if you buy the car and don't like it you have 7 days and 1000 miles to reject it and they'll take it away and give you a full refund. What happens to Tesla showrooms outside the US hasn't yet been decided, there are 16 in the UK and Ireland. UK buyers for the Model 3 will have to pay a lot more than US price. UK cars will be more highly specified but when the first deliveries start later this year the price will be close to £50000 apparently, which is almost double \$35000?

To say that other manufacturers are watching Tesla's "no dealerships" approach with interest is a big understatement. Many observers feel that it's inevitable others will follow as otherwise they simply won't be competitive. One said (chillingly I thought): "The fact remains that with a good digital sales and marketing strategy, you no longer need salespeople to sell great products". Hyundai have chosen to sell their new Kona electric car online only in the UK and have so far sold 700 all at full retail price. The cars are sent to the buyer's local dealer who hands it over and currently receives the full profit margin from Hyundai. Don't see that last bit lasting somehow?

Dealers Judge Manufacturers

It's that time of year when the National Franchised Dealers Association (NFDA) publishes the results of their survey of dealer's opinions of the manufacturers they represent. Dealers wishes are pretty simple really. They want to have available great products at sensible prices well marketed so they have the opportunity of making money. Then they want minimal interference from the manufacturer.

Well liked by their dealers currently are Kia, Toyota, Mercedes, Lexus all scoring over 8 out of 10. Mercedes only scored 6.5 last year now 9.0 so they have really changed things around.

Some of the major players disappoint, Ford static at 5.0, VW down from 5.9 to 5.0, Audi down from 5.4 to 4.5 and BMW crashing from 6.0 to 4.4. Fiat/Chrysler occupy 3 of the bottom 4 slots with Fiat on 3.7, Alfa Romeo on 3.5 and Jeep 3.4. Wooden spoon goes to Citroen on 3.3.

The Jungle That's Car Finance

The Finance Conduct Authority (FCA) recently issued a damning report suggesting that car buyers were paying sometimes more than £1000 more than they should on a car loan because dealers and brokers had freedom to set interest rates charged and were increasing these to up their commissions. Well frankly this has been going on for ever, and if the dealer is to be criticised for charging a bit more to boost their profits then surely should be criticised for charging more than cost price for the car? Dealers have to live and pay for all the facilities demanded of them.

Financing a car is infinitely more complex than simply buying one and consumers need to become experts, or consult one if I'm allowed to suggest that?

To add to the difficulty things change. Over the last 10-15 years Personal Contract Purchase (PCP) has become the most popular method for retail customers financing a new car. More recently Personal Contract Hire (PCH) has also become very popular. Now a change in VAT treatment of the PCP agreements has been announced by HMRC intended to come into effect within 3 months. I won't go into details here, this is a motoring magazine after all, and I've nearly lost the will to live reading it all, but the end result is PCP will become much less popular because it will become much more expensive, and PCH will take over. Again consumers will need proper advice as circumstances alter cases.

Vauxhall Put More Emphasis On Vans

Whilst all over Europe car demand is relatively weak van business is quite the opposite. The biggest factor being of course the requirement to deliver all the millions of items we now buy over the internet which we used to go to the High Street for. So inevitably manufacturers are paying more attention to commercial vehicles.

As well as the growth in this market its stability is a great attraction. Vauxhall boss Steve Norman recently announced the creation of 65 specialist Van Dealers within their network. As he explained 350,000 new vans are sold in the UK every year, and that number is certainly not going down. As he pointed out that is a bigger volume than the Dutch new CAR market, and the same size as the Belgian new CAR market.

Vauxhall currently take around 8% share of the UK new van market which places them 5th behind Ford, VW, Peugeot and Mercedes. They intend to more than double to “approaching 20% share” over the next few years which must worry Ford in particular. If someone else is chasing sales the No 1 must be the first target, and Ford of Europe only make money on vans.

Everyone Makes Mistakes

Staying with vans Fiat are very successful in this market across Europe, although less so in the UK currently, something they're working hard on. To cope with European demand for their Ducato (think Ford Transit) van they recently commissioned a new paint spraying facility at the factory to approximately double that capacity. The idea was that the original paint booths would produce only white vans while the new ones would handle all other colours.

Sadly someone who is no doubt trying very hard to remain nameless made a schoolboy error. Ducatos like most similar vans come in three lengths, amazingly termed short, medium, and long. The entrance to the new paint booths isn't big enough to get a long version in, so it that's what you want currently to paraphrase Henry Ford it's “Any colour so long as it's White”.

Manufacturers Spend Fortunes On Marketing With Renault In The Lead

Car manufacturers spent an eye-watering £4.5 Billion on marketing in Europe's “Big 5” markets last year, slightly down on 2017. In the UK alone the total spend was £438 Million, 5% up on 2017. For the UK that's over £200 per car sold.

Renault are the leading spenders, getting through about £355 Million in the five big European markets, with VW close behind. And of course this year Renault will have to find a bit more to pay the modest salary require to persuade Danny Ricciardo out of a Red Bull.

Now BMW & Mercedes To Cooperate On Driverless Car Development

Hot on the heels of VW and Ford announcing they were pooling resources to support the cost of developing electric and driverless vehicles, now arch rivals BMW and Mercedes are doing the same, for driverless at least. Last month the two companies signed such an agreement committing them to jointly develop this technology.

Just further proof that the investments required to take car technology to the levels demanded in the next few years is simply unaffordable for individual companies.

Dieselgate Isn't Over Yet, & Porsche Faces Tax Investigation

The all powerful European Commission is investigating claims that BMW, Mercedes, and VW Group conspired as a cartel to cover up their cheating on diesel emissions. It is suspected that the three not only systematically cheated on diesel emission tests but also colluded for at least 8 years to hide their actions.

The Commission report is expected to be finished shortly, but warning letters are going out to the manufacturers ahead of this. The EC has the power to fine each company 10% of their annual turnover (think about that for a minute!). Before you ask that means the fines could total around £400 BILLION. Not surprisingly the manufacturers deny any wrongdoing.

Meanwhile Porsche, also implicated in the diesel scandal, are under investigation from German prosecutors for tax debts relating to employees who retired early and benefits enjoyed by top executives including former boss Matthias Mueller.

It's alleged that those who took advantage of an early retirement plan were paid lump sums tax free when they shouldn't have been. Herr Mueller and his senior colleagues are said to have enjoyed company plane travel, chauffeured cars and private parties at company expense without paying tax on the benefits. Included was a lavish birthday party for Mueller paid for entirely by Porsche even though guests were far more family and friends than business associates. It is believed that the tax on this event has now been declared and paid, well anyone can forget the little details when filling in a tax return can't they?

Carlos Ghosn Out On Bail

Last month I reported that former Nissan/Renault/Mitsubishi boss Carlos Ghosn had appointed a new legal team to fight claims that he under-declared his income to evade tax and used Nissan funds to cover personal investment losses. No doubt the new hotshot lawyers aren't cheap, but they have succeeded in getting him out on bail after 108 days in a Japanese jail. The bail is secured by a surety of a mere £6.8 Million, and he has strict limitations on personal freedom. Ghosn continues to deny all charges, and having got him out on bail, which is very rare in Japan unless the accused confesses, let's see if they can pull off the next trick?

All Volvo Cars To Be Speed Limited

By the end of next year all new Volvo cars produced will be strictly limited to 112mph (180kph). Volvo are also developing technology to enable the car to detect when it's being driven close to "vulnerable" locations such as schools and hospitals where it will reduce the limit to a much lower figure. To top that they're working on facial recognition cameras that will monitor the driver and not allow him to continue if he appears tired or has been drinking.

Volvo recognise these actions will not be entirely popular but will gain more business than they lose. They feel by setting the speed limit where they have loss of business in countries like Germany that still have stretches of unlimited autobahns will be reduced.

A perhaps more welcome development by Audi is a software system tells drivers at what speed they need to drive to ensure that the next set of traffic lights they reach will be green, and the next set, and so on. Apart from reducing frustration this system will of course cut fuel consumption and emissions. And in the US you can now buy a child car seat that warns the driver if little darling has undone the seatbelt while the car is moving, or is too hot or cold! If the driver leaves the child in the car for more than 4 minutes an alarm goes off, if they step more than 30 feet away from the vehicle they start to receive warnings on their smartphone, and if they don't respond other family members will be called and eventually the emergency services.

Anyone mention Big Brother?

Road Pricing On The Way

If the take up of electric cars is anything like as rapid as suggested there will inevitably be a sharp drop in the revenue Government obtains from fuel taxes. Currently this is just under 60p per litre and then of course VAT on top. This amounts to around £28 Billion a year. Forecasters have suggested that between now and 2040 the US, China, Germany, and the UK could lose around £1.4 Trillion in fuel duty. Which of course is simply unsustainable.

So a national system of road tolls is being discussed. It's suggested this will need to rise to around 7.5p per mile in 2030 and more later on. Of course this can only increase the push to electric or hydrogen, otherwise unless the toll systems can differentiate you'll be paying fuel tax and road tolls?

What's Happening to Honda?

Big news of course when Honda announced the closure of their Swindon assembly plant next year. Whilst depending on their politics some blamed B****t the wider truth is that Honda simply doesn't do very well in Europe. Now that cars assembled in Japan come into the EU tariff free there's no point in Japanese manufacturers producing in either the UK or elsewhere in Europe.

Honda's two best sellers the CR-v and HR-V sold nearly 1.4M units worldwide last year. Their whole car range sold less than 150,000 in all of Europe including the UK. The same reasons explain Nissan's decision not to make the X-Trail in Sunderland and to stop making Infinitis there. In fact they are withdrawing Infiniti from the European market entirely so it would be ridiculous to make them here.

Bad News and Good News for Aston Martin

Let's get the bad news out of the way first, which is the financials. Aston's latest accounts show a loss of £68M. Aston floated as a public company at £19 a share, after the latest accounts were announced the shares were down to just under £11. In fact the bare figures hide a lot of good news.

Aston sold nearly 6500 cars, more than forecast, at an average price of £157000. This meant revenues of over £1.1 Billion, over 25% up on 2017. Sales were particularly strong in Asia up 44% and the US up 38%, even the UK up 12%. All of this produced operating profits of £147 Million, 18% up on the previous year.

So where did the loss come from? £13 Million went to City Bankers and Brokers for work carried out on the flotation. Then £62 Million was spent paying off preference shares to original investors. Finally a staggering £61 Million was paid to a small number of senior executives in exchange for an agreement that they were not able to work for another motor manufacturer for a number of years. Of this around half went to Chief Executive Andy Palmer who has led the company for the past five years. Now I know he's good, one of the very best in the business, but £30M on top of an already generous pay deal?

More good news for Aston is the new products they have coming. First the DBX 4x4 SUV due early next year at £140,000 upwards and orders already flowing in. Then the Adrian Newey designed Valkerie hypercar, small volumes at £2.5M a time (+ VAT!). Following that three more exciting new models take Aston into new territory. First code name RB-003 dubbed "son of Valkerie" a £1M a time mid engine two seater using a derivative of the V6 hybrid powerplant used in the new Vanquish (see below). Only 500 will be built, due late 2021. New Vanquish will again be a mid engined two seater built on an aluminium tub rather than the 003's carbon fibre. Designed to rival the Ferrari 488 and similar products from McLaren and Lamborghini this one goes on sale in 2022 at Around £200,000. Finally around 2021 they will revive the Lagonda brand with an all electric luxury saloon to rival Rolls Royce and Bentley.

If Andy Palmer pulls that lot off future profits will dwarf current results and he might even be worth all that money? At least he'll be able to buy one (of each) without thinking twice.

Paul Gilligan



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A young man was showing off his new sports car to his girlfriend. She was thrilled at the speed.

"If I do 200mph, will you take off your clothes?" he asked.

"Yes!" said his adventurous girlfriend.

And as he gets up to 200, she peeled off all her clothes.

Unable to keep his eyes on the road, the car skidded onto some gravel and flipped over.

The naked girl was thrown clear, but he was jammed beneath the steering wheel.

"Go and get help!" he cried.

"But I can't. I'm naked and my clothes are gone!"

"Take my shoe", he said, "and cover yourself."

Holding the shoe over her pubes, the girl ran down the road and found a service station.

Still holding the shoe between her legs, she pleaded to the service station guy,

"Please help me! My boyfriend's stuck!"

The service station guy looked at the shoe and said,

"There's nothing I can do...he's in too far."

A couple were going out for the evening.

They got ready – showered, all dressed up, cat put out, etc.

The taxi arrived but as the couple left the house, the cat shot back in.

They didn't want the cat shut in the house on its own while they were out, so the wife went out to the taxi while the husband went back inside and followed the cat upstairs to chase it out.

The wife didn't want the taxi driver to know the house would be empty so she told him, "My husband's just going upstairs to say goodbye to my mother."

A few minutes later, the husband came out and got into the cab saying, "Sorry I took so long, the stupid old thing was hiding under the bed and I had to poke her with a coat hanger to get her to come out."

THE NEWSLETTER FOR BRITISH MOTOR SPORT

MOTORSPORT TAKES ANOTHER POSITIVE STEP IN LONG RUNNING INSURANCE THREAT

The Vnuk insurance issue threatening motorsport took another positive turn last week (13 February), as the European Parliament formally adopted a new proposal excluding motorsport from the Motor Insurance Directive (MID). Vnuk is a 2014 European Court judgement, ruling that the requirement for compulsory insurance should cover any use of a vehicle, so long as that use is consistent with the normal function of the vehicle. This would require all competition cars in motorsport to have compulsory third party insurance.

In January, the European Parliament's Internal Market Committee (IMCO) approved a report recommending that motorsport should not be impacted by Vnuk. Last week, the Parliament formally adopted the amended proposal by 562 votes to 36, with 19 abstentions.

The amendment recommended the exclusion of "vehicles intended exclusively for motorsports, as these vehicles are generally covered by other forms of liability insurance and not subject to compulsory motor insurance when they are solely used for a competition". The European Parliament also includes an appropriate distinction between vehicles used in traffic and vehicles used in nontraffic situations.

The next stage will be negotiations in the Council of the EU, followed by a 'trilogue' process involving negotiations between the Council of the EU, the European Parliament and the European Commission.

Hugh Chambers, CEO of Motorsport UK, said: "This is more good news for motorsport in the UK, which has faced an uncertain future ever since the Vnuk judgement was delivered over four years ago. We'll keep working behind the scenes towards the common-sense outcome that secures the future of our sport. Once this has been achieved, our competitors will be able to carry on competing in the safe, fair and suitably insured environment that Motorsport UK provides."

Motorsport UK has been lobbying to safeguard motorsport from Vnuk since 2014, working closely with the world governing body, the FIA, and taking the issue to the highest levels of government

Motorsport UK enhances its member benefits

Motorsport UK has enhanced its member benefits package with subscription offers from leading motorsport magazines and discounts at Grandstand Merchandise.

All Motorsport UK members can now get closer to the action with the best available subscriptions to Autosport, the UK's best-selling weekly motorsport, Motorsport News, British's only weekly motorsport newspaper, and F1 Racing, the world's best-selling F1 magazine.

Meanwhile Grandstand is offering members a 20% discount on its motorsport merchandise, including authentic team replica clothing and accessories for Formula One, WEC, WRC and sportscars.

These offers are in addition to the existing range of benefits and discounts:

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

• Discounts on ferry travel to the continent with DFDS
Motorsport UK will continue to enhance the package to add value to memberships and help members make more of motorsport. Let us know the types of benefits you want to see by emailing membership@motorsportuk.org

GT Class gets go-ahead The MSN Circuit Rally Championship (MNCRC)

in association with MSVR, featuring the Michelin Cup and the Protyre Challenge is delighted to announce that the Championship's GT Class is now live, and entries will be accepted. In line with current changes to Motorsport UK legislation, and in a first for British rallying, the MNCRC will run a class specifically for all naturally aspirated production GT cars. The announcement is made possible thanks to a change in Motorsport UK regulations which no longer require cars of this type to obtain an FIA homologation and permits cars such as Porsche 911's and BMW M3's to compete without the previous engine capacity cap of three litres. The announcement comes ahead of round five of the season at Snetterton. Following the visit to Snetterton, the Championship heads to Donington Park and Anglesey before returning to Cadwell Park for its finale in April 2019. Darren Spann, Championship co-ordinator, enthused: "We are delighted that after all our planning back in August, we are finally able to announce the introduction of this brand-new class for the remaining of the 2018-19 season and for the 2019-20 season. We've already received some interest in running this class and anticipate that it will be popular with both competitors and spectators alike. I can't wait to see who the first competitor will be to take advantage of this brand-new class."

Volunteers



Marshal prize draw

The latest winners of the Motorsport UK monthly marshal prize draw have won MotorSport Vision driving experience vouchers.

Experienced race marshal, Ian Taylor, from Flintshire, Wales, has won an MSVR adrenaline voucher, while Cadet Marshal, Jess Crawley (Warrington & DMC), 14, from Liverpool has won a Young Drive voucher.

Jess commented: "My interest in motorsport and marshalling comes from the time my Dad took me to an auto solo to watch him bash cones! I helped the marshals get the results and prizes ready, from then it was just a long wait until I was 14 and able to compete. Just 11 days after my 14th birthday I entered a PCA run by the U17 motor sports club."

This month's prizes were donated by MotorSport Vision and MSVR. Recognising the invaluable contribution that volunteer marshals make to motorsport in the UK we are pleased to offer these driving experiences and hope that the lucky winners will enjoy their day.

BMMC ANNOUNCE INAUGURAL WINNER OF THE BARRIE "WHIZZO" WILLIAMS TROPHY



The British Motorsports Marshals' Club

has announced the winner of the inaugural Barrie "Whizzo" Williams BMMC Racing Marshal of the Year Trophy is North West marshal and Regional training co-ordinator Bill Gray.

This year, the BMMC Racing Marshal of the Year Trophy honours a prolific racing driver and Club President Barrie "Whizzo" Williams who retired after a 60-year career in 2018 before passing away after a fall.

A much-respected Post Chief and an Examining Speed Marshal, Bill has also been Chief Marshal for Liverpool Motor Club at Aintree for many years.

In his nomination North West Chair Mike Broadbent also cited Bill's work as North West training co-ordinator where he has enhanced our training with his quietly efficient way of working, and his proven organisation skills. It is also worth noting Bill narrowly missed out on the accolade of Motorsport UK Marshal of the Year.

The inaugural Barrie Williams Trophy was also sponsored this year for the first time by Cataclean who are providing an exclusive British Motorsport Marshals Club (BMMC) racing jacket recognising Bill's achievements, a British Touring Car Championship official merchandise kit as worn by the Rowbottom team and a free set of BMMC overalls.

Speaking on behalf of the BMMC, Chair Nadine Lewis said: "Bill is a very deserving winner of the inaugural Barrie Williams Trophy and a much-respected marshal.

"His quietly spoken manner belies his unflappable, calm and pragmatic approach to the various roles he undertakes, and I am delighted Bill has been recognised for his many years of service and sterling work."

Speaking after Cataclean Sales Manager Zach Baigent presented him with the Barrie Williams Trophy, Bill said: "I am extremely proud to be the inaugural winner of the Barrie Williams Trophy as the BMMC Marshal of the Year and thank the North West Committee and National Council for the award.

"The award reflects the training, mentoring and support from the members of the Orange Family that I've had during my time as a marshal."

Technical

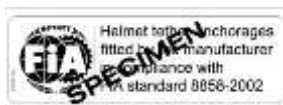
Updates, clarification and advice

Dual standard helmets

It is becoming increasingly common for a helmet to have dual standards, commonly this would be both a Snell and an FIA standard. For example, a helmet could be approved to both FIA 8860-2004 and Snell SA2005 standards. Where a helmet is approved to more than one standard, then as long as a minimum of one of those standards is currently valid then the helmet is acceptable.

So – to follow the example above – although the Snell SA2005 standard expired at the end of 2018, the FIA 8860-2004 standard (shown to the right) remains valid until the end of 2020, therefore such a helmet remains acceptable until the end of 2020.

You do need to read the FIA label carefully to make sure it is one of the helmet standards listed in (K)10.3.1, as the FIA helmet standard label is very similar in appearance to the early FIA 8858-2010 standard label shown below (for non-8859/8860 helmets compatible with FHRs), this is not a helmet standard and requires an accompanying valid helmet standard, such as a Snell label. Take care not to confuse it also with the FIA 8858-2002 label below, which relates to the FHR tether anchorages and again must be combined with a valid helmet standard.



Helmet wrapping

Advice has been given before that the 'wrapping' of helmets is not acceptable. Vehicle wrapping is commonplace now, and the reason for not accepting it on helmets is simply that it can easily cover up cracking and other damage. The same applies to helmets where decals have been applied.

Several Scrutineers have reported having helmets presented to them with stickers randomly applied and – after digging a little deeper – have found that the reason is to hide damage.

If scrutineers are suspicious of a helmet, always make sure that you ask the competitor to peel back any stickers rather than doing so yourself. If the competitor refuses your request, then the Motorsport UK/MSA helmet sticker should be removed – if it has one – and the helmet impounded for the duration of the meeting.

Overall stitching and embroidery

A reminder that embroidery on FIA 8856-2000 and 8856-2018 overalls must be sewn onto the outer layer only. The stitching of badges can go through all layers, but the thread used must be flame-resistant – as must the backing of the badge itself. The burden of proof in this regard rests with the competitor, we would advise that they keep details – or an example – of the thread or backing used to hand so that you can review it when checking the overalls and make a judgement based on what is available. Setting about the overalls with a lighter to test for flame-resistance is not best advised!

FHR Sticker Location

This information was published during 2018, but as it came up again at a recent Scrutineer seminar we have repeated it as a reminder. The photos below were sent to us by a scrutineer at a hill climb event, both competitors having had their FHR stickers applied at the preceding round of the championship. As you can see the stickers have been applied over the FIA label, in both cases covering up important homologation information displayed on the label.



Please do not cover the FIA label, as any damage or modification of the label will void the homologation of that FHR! As a general principle, the preferred location is adjacent to the FIA standard label in the collar part (image 1), due to limited space it is no issue if the sticker needs to be affixed vertically (image 2).



Image 1



Image 2



Image 3

On some FHRs, the FIA standard label is under the comfort padding of the over shoulder section of the yoke. In these cases, it is not suitable to affix the sticker in this area as it is not readily visible, instead the sticker should be placed in a suitable location on the collar part, in the general area of the red box shown here (image 3).

There are cases where the sticker will need to be affixed to the FHR on a curved area, often a compound curve. The sticker material is flexible, and provided that the sticker is carefully applied it should adhere readily around the curves. The best method for applying to a curved surface is to affix slowly starting in one corner of the sticker and smoothing with your thumb as you go, following the curve of the surface.

We have had reports from some Scrutineers of the stickers not adhering, this seems to be an issue with some devices which have a rough surface finish. To ensure the sticker adheres properly you will need to make sure that the device is absolutely dry and free from any condensation, grease and dirt (remember it is the competitor's responsibility to clean the device). In bad conditions, if possible it is best to find a warm and dry indoor area, but in good conditions there should be no issue outdoors.

Lithium Batteries

Please remember that the new regulation requiring non-lead-acid batteries to be from a registered manufacturer is now in effect. The list of registered manufacturers is available on the website at the bottom of the page at: <https://www.motorsportuk.org/Resource-Centre/Technical-Car>. If you are in contact with competitors ahead of their first events, please remind them if their battery is not from a registered manufacturer they will need to either replace it or encourage the manufacturer to register! Enquiries for registration to be directed to technical@motorsportuk.org.

ROPS hall of shame

The first 2 photos below were forwarded on to us by a concerned Scrutineer who encountered this ROPS fitted in car presented for inspection. The Scrutineer was rightly concerned about the quality and integrity of the dismantable joints used in the construction of the ROPS and rejected it on this basis.

The joint appears to be a vague attempt to follow the principle of the allowable dismantable joint in Motorsport UK Yearbook drawings (K)21-22 (or FIA drawing 253-37 shown to the right). However, it falls way below an acceptable standard for a number of reasons. The part of joint attached to the roll hoop is nowhere near being fully welded along its whole contact surface. The part of the joint attached to the end of the tube is not welded around the 'open' end, which is related to the fact that the tube is also not flush with the edge of the joint piece, which is important as it is then not clear how much of the tube is actually being compressed by the joint once tightened. And the bolts used are clearly too short as not only are there no exposed threads through the nut as we would expect to see, but it looks as though the bolt is only turned a few threads into the nut! Each of these factors alone clearly contravenes the way the joint should be fabricated and utilised according to the drawing.

The next series of photos barely need any explanation! These examples were provided to us by a reputable ROPS manufacturer, and are taken from a ROPS (not one of theirs!) that arrived in their workshop for some work. It didn't take long to establish that something was not right and was soon clear that a number of additions had been made to what appeared to be a fairly standard main hoop – these additions were made of tube with the same outside diameter but very low wall thickness. They were also not welded anywhere near satisfactorily, with significantly incomplete welds, poor penetration and generally very messy appearance, with the one example below being verily easily pulled apart by hand. There was also a very badly fashioned dismantable joint in use. However, perhaps the most alarming discovery was that most of these badly welded joints were covered with putty prior to painting! A reminder to look carefully and dig a little deeper if something doesn't seem quite right!





NESCRO



Historic Motorsport In
The North Of England & Scotland

2019 Challenge Positions

Following the Saltire

Only showing the Top 10

NESCRO 2019 Historic Driver's Challenge (9 Rounds)

Pos	Driver	pts
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

NESCRO 2019 Targa Driver's Challenge (11 Rounds)

Pos	Driver	pts
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

NESCRO 2019 Historic Navigators Challenge

Pos	Navigator	pts
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

NESCRO 2019 Targa Navigators Challenge

Pos	Navigator	pts
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

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 May

**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	Steven Williams	Teifi Valley	98
2	Mark Lennox	Newtown	86
3	Steve King	WBCC	67
4	Geraltl Williams	Bala	63
5	Andy Price	WBCC	61

O/A	Navigator	Club	Points
1	Rob Bryn Jones	Clwyd Vale	165
2	Gary Evans	Matlock	98
3	Ian Beamond	Newtown	86
4	Mark Shepherd	Preston MC	81
5	Deio Hughes	C&A	71

Stage Rally :

O/A	Driver	Club	Points
1	Eric Roberts	C&A	246
2	Adam Williams	Warrington	219
3	Greg Williams	Warrington	215
4	John Stone	Blackpool	213
5	James Swallow	Bolton	211

O/A	Co-Driver	Club	Points
1	Lewis Griffiths	C&A	352
2	Merfyn Williams	C&A	246
3	Rachael Atherton	Warrington	219
4	Lauren Hewitt	Warrington	240
5	Jonathon Kennedy	Warrington	215

Stage Rally (Forest) :

O/A	Driver	Club	Points
1	Tony Simpson	BTRDA	78
2	Craig McIntosh	York	40
3	Hugh Hunter	NWCC	40
4	Nigel Cay	York	39
5	Josh Taylor	60 & Worcs	39

O/A	Co-Driver	Club	Points
1	Ian Jones	NWCC	76
2	Fred Roberts	York	40
3	Rob Fagg	Manx AS	40
4	Jon Riley	York	39
5	Andy Darlington	Clwyd Vale	39

Autotest :

O/A	Driver	Club	Points
1	Colin Moreton	Knutsford	77
2	Paul Fobister	Rhyl	56
3	Dave Evans	Whitchurch	52
4	Dave Goodlad	Knutsford	50
5	Scott MacMahon	U17MC	29

PCA (U 25):

O/A	Driver	Club	Points
1	Jessica Crawley	Warrington	82
2	James Robinson	U17MC	60
3	Matthew Nichols	Bolton	58
4	Will Hughes	C&A	57
5	Deio Hughes	C&A	56

AutoSOLO :

O/A	Driver	Club	Points
1	Chris MacMahon	U17MC	93
2	Howard Morris	Rhyl	85
3	Andy Williams	Knutsford	82
4	Scott MacMahon	U17MC	81
5	James Williams	Knutsford	79

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	Eric Roberts	C&A	50
2	Ashleigh Morris	Bolton	45
3	Greg Williams	Warrington	45
4	Cathy Stewart	BWRDC	44
5	Adam Williams	Warrington	43

O/A	Navigator	Club	Points
1	Merfyn Williams	C&A	50
2	Andy Robinson	Bolton	48
3	Brynmor Pierce	B&B	44
4	Jonathon Kennedy	Warrington	43
5	Jamie MacTavish	Pendle	42

North Wales Road Rally Challenge

O/A	Driver	Club	Points
1	Steven Williams	Teifi Valley	49
2	Mark Lennox	Newtown	42
3	Gerallt Williams	Bala	42
4	Andy Price	WBCC	40
5	Alun Barnes	C&A	40

O/A	Co-Driver	Club	Points
1	Ian Beamond		43
2	Al Hayward	Clwyd Vale	41
3	Ifan Devine	C&A	39
4	Deio Hughes	C&A	39
5	Michael Hughes	Covey Valley	39

Historic Road Rally Challenge

O/A	Driver	Club	Points
1	Ian Crammond	3 Castles	25
2	Peter Williams	Clwtd Vale	23
3	Phil Wood	P&NMC	22
4	Rich Harrison	Knutsford	21
5	Arthur Jones	Rhyl	20

O/A	Co-Driver	Club	Points
1	Matthew Volkes	Knutsford	25
2	Gary Evans	Matlock	23
3	Andy Darlington	Clwyd Vale	22
4	Baz Green	116	21
5	Ianin Miller	Knutsford	19

Sprint & Hillclimb Championship

O/A	Driver	Club	Points
1			
2			
3			
4			
5			

Allrounders Championship

O/A	O/A Driver	Club	Points
1	James Swallow	Bolton	51
2	Stephen Johnson	U17MC	36
3			
4			
5			

O/A	Junior (U25) Driver	Club	Points
1	Scott MacMahon	U17MC	56
2	Jessica Crawley	Warrington	40

O/A	Driver - 1000cc	Club	Points
1	Andy Williams	Knutsford	41
2	Jessica Crawley	Warrington	40

Inter-Club Championship

O/A	Club	Points
1	Knutsford	99
2	U17MC	80
3	Bolton-le-Moors	80
4	Caernarvonshire & Anglesey MC	77
5	Warrington & DMC	65
6	Bala & DMC	57
7	Rhyl & DMC	56
8	Clwyd Vale MC	55
9	North Wales CC	49
10	Clitheroe & DMC	30

Marshals Championship

O/A	Marshal	Club	Points
1	Tim Millington	Warrington	26
2	Jim Livesey	U17MC	15
3	Amanda Baron	Accrington	14
4	Rob Jos	C&A	13
5	Iuean Roberts	C&A	11
6	Dave Barrett	Accrington	10
=7	Steve Broadbent	Gemimni	10
=7	Ian Davies	Gemini	10
9	Colin Evans	Gemini	10
10	Chris Woodcock	Clitheroe	10

Championship Standings

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

Glynne Edwards Memorial Championship

O/A	Club	Points
1	Caernarvonshire & Anglesey	335
2	North Wales CC	231
3	Clwyd Vale	141
4	Bala & DMC	95
5	Broughton & Breton MC	83
6	Rhyl & DMC	42
7	Harlech & DMC	36
8	116 CC	35

Ladies Rally Championship

O/A	Driver	Club	Points
1	Cathy Sewart	BWRDC	71.88
2	Ashleigh Morris	Bolton	62.50
3	Jayne Auden - Row	ERO	46.39
4	Lauren Groves	Clwyd Vale	30.95

O/A	Co-Driver	Club	Points
1	Rachael Atherton	Warrington	154.39
2	Lauren Hewitt	Wigan	141.82
3	Heather Merrison	60 & Worcs	121.24
4	Victoria Swallow	Bolton	85.71
5	Lauren Groves	Clwyd Vale	68.75

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

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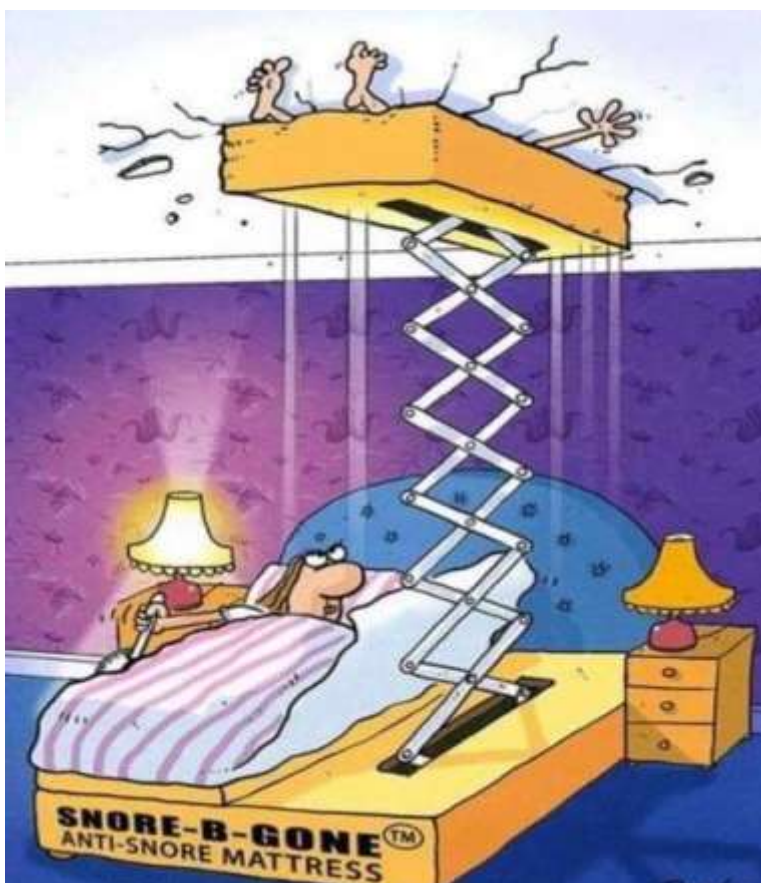
REGIONAL CHAMPIONSHIPS FOR CLUB COMPETITORS
(open to members of all ANWCC member clubs)
LOGON TO THE WEBSITE FOR FULL INFORMATION

SUPPORTED BY









ANWCC CHAMPIONSHIPS 2019

Please check website and organising club for any changes.

STAGE RALLY CHAMPIONSHIP (* Multi-venue)

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

NORTH WALES STAGE RALLY CHALLENGE

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

FOREST STAGE CHAMPIONSHIP

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

ROAD & NAVIGATION RALLY CHAMPIONSHIP

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

NORTH WALES ROAD RALLY CHALLENGE

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

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

HISTORIC ROAD CHAMPIONSHIP

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

AUTOTEST CHAMPIONSHIP (* inc Clubman)

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

PRODUCTION CAR AUTOTEST CHAMPIONSHIP (* inc Clubman)

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

AUTOSOLO CHAMPIONSHIP (* inc Clubman)

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

CAR TRIALS CHAMPIONSHIP

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

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

SPRINT CHAMPIONSHIP

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

HILLCLIMB CHAMPIONSHIP

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

**LIST LIABLE
TO CHANGE**

EVENTS SHOWN IN RED HAVE
NOT (YET) BEEN ADVISED TO
US ... FOR LATEST UPDATES
CHECK OUT THE WEBSITE

www.anwcc.co.uk

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

SUNDAY

MAR 15th

FRIDAY

APR 13th

SATURDAY

JUN 29th

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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Pro-Rally.co.uk

1



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Phil James

Motorsports Photographer & Journalist

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phil@pro-rally.co.uk

@ProRallyPhoto



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engineering

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Gisburn Rd,
Barrowford,
Nelson
BB9 6JH
01282 690184



#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



**Sunday
MAY 26th**

MARSHALS SET-UP Help Needed

We are looking for some marshals to help with the setup of Pendle Powerfest on the 26th May. We would need them from about 7-10 and then possibly at the end of the show at 3 (but not essential).

We would be happy to provide Free Entry, refreshments and possibly food as well.

It can be a busy few hours setting up so the more hands we have the better!

Chris Walker

organiser@pendlepowerfest.com

2300MC

Andy Mort Tour

Saturday 19th October.

This year we will be running the Andy Mort Tour, starting at West Bradford Village Hall on Saturday 19th October.

The formula will be similar to previous years, with the exception that we plan to bring a very big rally name to the Forum in the evening after the event.

Keep your eyes on our website for more information as and when it's available

<http://www.2300club.org/andy-mort-tour-2019/>



BW



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Mobile : 07711 791631

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barry.wilkinson80@ntlworld.com

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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

M masterpixel·media

MNR

MANX NATIONAL RALLY

10th - 11th May 2019

VOLUNTEERS WANTED

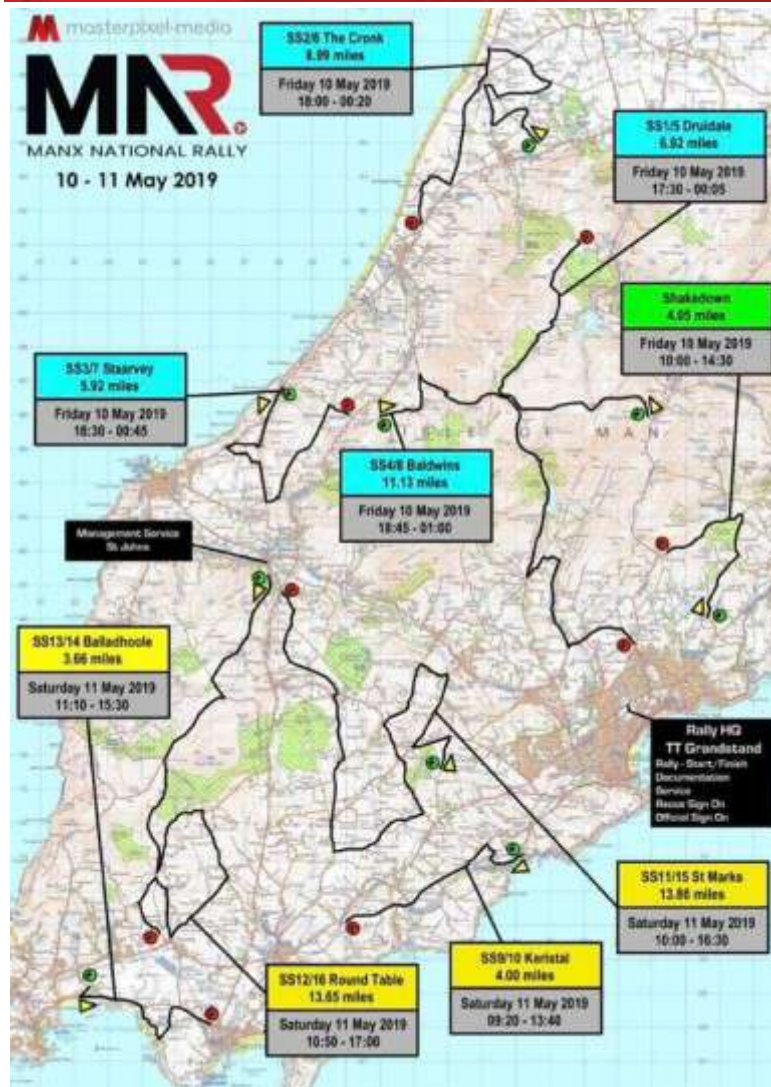
BE A PART OF TEAM 2019

manxautosport@gmail.com

RADIO OPERATORS

TIMEKEEPERS

MARSHALS



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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George Jennings	Keith Thomas
Tony Lynch	Lauren Hewitt
Neil Raven	Tony Vart
Tommi Meadows	Matt Broadbent
Bob Hargreaves	Tony North
Songasport	Sam Spencer
Ed Graham	Sam Collis
Niall Frost	Simon Frost
John Harden (LiMC)	Matt Hewlett
Mike Garstang	Gareth Lloyd
Adrian Lloyd	Dave Thomas
Chris Williams	Geoff & Maggy Bateman

Phil James of Pro-Rally, Geoff Bengough
Bill Wilmer & The Gemini Communications Team
Keith Lamb (Gemini 9) Ian Davies (Gemini 23)
Peter Langtree (Gemini 48) Tony Jones (Gemini 58)
Bryan Flint (Gemini 32) Derek Bedson (Gemini 21)
Adrian Spencer (Adgespeed) Phil Andrews
Tom Irvin Photography
Paul Gilligan 'Inside the Industry'
Paul Commons : Paul Commons Motor Sport
Duncan Littler Speed Sports Photography
and last but not least, Chairman / Secretary
(& my complaints manager)

Les Fragle

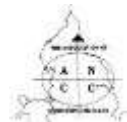
& if I have left you out of the above credits,

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

SD34MSG Wednesday 15th May

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

Kilton Inn

Warrington Road, Hoo Green
Knutsford, WA16 0PZ

<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 May edition is

Tuesday the 25th of April

which is due out on

Thursday the 30th April

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**