

May 2019 spotlight



Photo Courtesy of Tony North



www.sd34msg.org.uk

Volume 10 : Issue 5 : May 2019 : Maurice Ellison

Chairman's Chat

Early in the month I attended the debrief meeting of the Legend Fires North West Stages Rally and the overwhelming impression was that it had been a huge success. The event sponsors were very pleased with it as were the councillors of Garstang Town Council and Lancashire County Council, the staff of Myerscough College and many of the local businesses and the residents along the route. They were all very keen for the event to return next year. And to top it all the organisers were aiming to donate between £8k and £12k to local charities. However, much as everyone wants it to run again next year that will only be possible if more individuals and/or clubs offer to help. In theory it should be easier second time around but there will still be an awful amount of work to make it another success especially if more closed roads can be used.

Great news this month when the Scottish Government gave the go ahead for the resumption of closed road rallies in the country so organisers are hard at work organising the Mull Rally and other events.

What great weather it was last Easter Sunday for the Warcop Stages with six excellent stages over the challenging roads of the military ranges. It was an early 5am start for me but the finish was also early as the 55 starters were whittled down to just 30 by the end of the day. Thankfully the majority of the retirements were due to mechanical problems with only the odd 'off'. It's a great venue and I'm looking forward to the Pendragon Stages in August.

Les Fragle

Chairman, Secretary SD34MSG

Contents

Front Cover : Flying Scotsman

Pg. 2	Chairmans Chat	Pg. 38	Peak Revs Rally
Pg. 3	SD34MSG Contacts	Pg. 39	Peak Revs Rally
Pg. 4	Member Club Contacts	Pg. 40	Peak Revs Rally
Pg. 5	2019 SD34MSG Championships	Pg. 41	Rallycross
Pg. 6	2019 SD34MSG Championships	Pg. 42	For Sale
Pg. 7	2019 Inter-Club League	Pg. 43	Grass Roots Motor Sports
Pg. 8	Under 18 Championship Registration	Pg. 44	Grass Roots Motor Sports
Pg. 9	2019 Championship Registration	Pg. 45	Gemini Motorsport Team
Pg. 10	2019 Championship Classes	Pg. 46	Gemini Motorsport Team
Pg. 11	2019 SD34MSG Calendar	Pg. 47	WRGB
Pg. 12	2019 SD34MSG Calendar	Pg. 48	Marshals for the Plains Rally
Pg. 13	2019 Championship Rounds	Pg. 49	Radio Mutterings
Pg. 14	Around the Clubs	Pg. 50	Radio Mutterings
Pg. 15	Around the Clubs	Pg. 51	Radio Mutterings
Pg. 16	Around the Clubs	Pg. 52	Radio Mutterings
Pg. 17	Around the Clubs	Pg. 53	Grumpy Old Git
Pg. 18	Around the Clubs	Pg. 54	Inside the Industry
Pg. 19	Rally Nuts Severn Valley Stages	Pg. 55	Inside the Industry
Pg. 20	Rally Nuts Severn Valley Stages	Pg. 56	Inside the Industry
Pg. 21	Rally Nuts Severn Valley Stages	Pg. 57	Inside the Industry
Pg. 22	Rally Nuts Severn Valley Stages	Pg. 58	Juniper Autotest
Pg. 23	Rally North Wales	Pg. 59	Manx National Rally
Pg. 24	British Cross Country Championship	Pg. 60	Motorsport UK News / Revolution
Pg. 25	British Cross Country Championship	Pg. 61	Technical
Pg. 26	SMC Stages	Pg. 62	Technical
Pg. 27	Cadwell Park Stages	Pg. 63	Technical
Pg. 28	AGBO Stages	Pg. 64	Technical
Pg. 29	Pirelli Rally	Pg. 65	Technical
Pg. 30	Warcop Stages Rally	Pg. 66	ANWCC 2019 Championship Positions
Pg. 31	Avon Tyres Formula Ford	Pg. 67	ANWCC 2019 Championship Positions
Pg. 32	Ilkley Jubilee	Pg. 68	ANWCC 2019 Championship Positions
Pg. 33	Ilkley Jubilee	Pg. 69	ANWCC 2019 Draft Championship Rounds
Pg. 34	Flying Scotsman	Pg. 70	ANWCC 2019 Championships Registration
Pg. 35	Flying Scotsman	Pg. 71	ANWCC 2019 Championships Bits & Bobs
Pg. 36	North Yorkshire Classic	Pg. 72	Odds, Sods & Bodkins & Events
Pg. 37	North Yorkshire Classic	Pg. 73	Odds, Sods & Bodkins & Events
		Pg. 74	Odds, Sods & Bodkins & Events
		Pg. 75	Odds, Sods & Bodkins & Events
		Pg. 76	Odds, Sods & Bodkins & Events
		Pg. 77	Odds, Sods & Bodkins & Events
		Pg. 78	And at long, long last : Meeting Dates



MOTOR SPORT GROUP

Contacts

President	: Alan Shaw
U18 Championship Marshals Compiler C.P.O.	shawalan555@gmail.com 01282-602195
Chairman	: Les Fragle
Secretary	les.fragle@gmail.com 01995-672230
Vice Chairman Radios	: Bill Wilmer MSUK Radio Co-ordinator Gemini Communications 07973-830705 w.wilmer@btinternet.com
Treasurer	: Steve Butler
Road Rally Website	steven.butler9@btinternet.com www.sd34msg.org
Lancashire RLO	: Chris Woodcock
MSUK Rallies Committee Chairman of ANCC	pdschris@aol.com 01254-681350
Sprint /Hillclimb	: Steve Price sp.sales739@gmail.com
League Compiler	: Steve Lewis
Individual Compiler	slewisbb1@gmail.com
None Race/Rally & Stage Rallies	: Tracy Smith tracey.amscc@hotmail.com
Registrations	: David Barratt davidpbarratt@gmail.com 01254-384127
Newsletter	: Maurice Ellison sd34news@gmail.com 07788-723721 01524-735488
North West RDO	: Steve Johnson northwest@gomotorsport.net 07718 051 882
Yorkshire RDO	: Heidi Woodcock yorkshire@gomotorsport.net 07790 970 677



Comprising the following 11 Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



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



Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk



Garstang & Preston MC
www.gpmc.org.uk



High Moor Motor Club
www.hmmc.co.uk



Preston Motorsport Club
www.facebook.com/prestonmotorsportclub



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com

Website : www.nwstages.co.uk
Mark Wilkinson - secretary@nwstages.co.uk

ADVERTISING in 'SPOTLIGHT'

Readership in Excess of 10,000

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

Sent to all **29 member clubs** and then
forwarded to club members + another 7000+ on
the distribution list (26 X 100 + 7000 = 10,000+ readers)

And now sent to all ANWCC clubs (114)

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

Steve Johnson

07718 051 882 steve.amscc@gmail.com

Les Fragle

01995-672230 les.fragle@gmail.com

Maurice Ellison 07788-723721 sd34news@gmail.com

SD34MSG

Member Clubs & Contact Details

Accrington MSC

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



Airedale & Pennine MCC

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



Blackpool South Shore MC

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



Bolton-le-Moors MC

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



Boundless by CSMA (NW)

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



Clitheroe & DMC

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



Garstang & Preston MC

Contact : Margaret Duckworth
Email : margret.duckworth42@gmail.com
Tel. : 01772-700823
Website : http://gpmc.org.uk/



High Moor MC

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



Hexham & DMC

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



Knowldale CC

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



Knutsford & DMC

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



Lightning MSC

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

Lancashire A.C.

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



Longton & DMC

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



Liverpool MC

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



Manx AS

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



Matlock MC

Contact : Gary Evans
Email : garydotevans@hotmail.co.uk
Website : www.matlockmotorclub.co.uk



Mull CC

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



Pendle & DMC

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



Preston MC

Contact : Terry May
Email : telden46@blueyonder.co.uk
Tel. :
Website : www.prestonmotorsport.club



U17MC-NW

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



Stockport061MC

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



Wallasey MC

Contact : Ben Donaldson
Email : bendonaldson@gmail.com
Tel. :
Website : www.wallaseymc.com



Warrington & DMC

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



Wigan & DMC

Contact : Tony Lynch
Email : rallycrossover790@aol.com
Website : www.wiganmotorclub.org.uk



2300 Club

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



Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
1	James Swallow	D	86	Bolton	Y
2	Paul Munro	D	82	G&PMC	Y
3	John Darlington	D	59	Wigan	Y
4	Adam Williams	D	57	Warrington	Y
5	Peter Jackson	D	56	G&PMC	Y
= 6	Neil Wearden	?	55	G&PMC	Y
= 6	Craig Kennedy	D	55	Warrington	Y
= 6	Gregory Williams	A	55	Warrington	Y
= 9	John Richardson	C	54	Bolton	Y
= 9	Mark Roberts	D	54	Warrington	Y
11	Brandon Smith	C	53	Clitheroe	Y
12	Simon Bowen	D	33	BSSMC	Y
13	Steve Johnson	A	28	U17MC	Y
= 14	Kaemen Welsh	A	27	Clitheroe	Y
= 14	Richard Bromley	A	27	Warrington	Y
= 14	Berwyn Evans	D	27	Accrington	Y
= 17	Steve Kenyon	A	26	G&PMC	Y
= 17	Tony Garrett	B	26	Clitheroe	Y
= 17	Dan Woods	B	26	Clitheroe	Y
= 17	Chris Marshal	D	26	Wigan	Y
= 17	Ian Daws	A	26	Clitheroe	Y
= 17	Myles Gleave	A	26	G&PMC	Y

O/A	Co-Driver	Class	Pts	Club	
1	Lauren Hewitt		116	Wigan	Y
2	Jonathon Kennedy	D	111	Warrington	Y
= 3	Lewis Griffiths		81	TBC	Y
= 3	Terry Martin		81	Clitheroe	Y
5	Jack Mather	D	80	Bolton	Y
6	Rachael Atherton	D	57	Warrington	Y
7	James Squires	D	56	Clitheroe	Y
= 8	Steve Butler	A	54	Clitheroe	Y
= 8	Stephen Landen	D	54	Warrington	Y
= 10	Andy Robinson	C	53	Bolton	Y
= 10	Eric Wilcockson	C	53	Bolton	Y
= 10	Stephen Holmes		53	Clitheroe	Y
13	Jonathon Cragg		52	GPMC	Y
14	Richard Robinson	D	32	BSSMC	Y
15	Andy Baker	D	28	GPMC	Y
= 16	Marcus Kennedy	D	27	Warrington	Y
= 16	Rob Bryn Jones		27	Clitheroe	Y
= 18	Dan Woods	B	26	Clitheroe	Y
= 18	Tony Garrett	B	26	Clitheroe	Y
= 18	Dylan Thomas	C	26	Clitheroe	Y
= 18`	Mari Haf Evans		26	TBC	Y

Following SMC STAGES

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	66	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	Jessica Crawley	A	64.08	Warrington
2	Andy Crawley	A	59.55	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
26	Lauren Hewitt		9.39	Wigan
27	Rob Bryn Jones		8.34	Clitheroe

Sprint & Hillclimb Championship

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

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Tim Millington	77	Warrington	Y
2	Amanda Baron	64	Wallasey	Y
3	Jack Mather	60	Bolton	Y
4	Tracey Smith	47	Accrington	Y
= 5	Maurice Ellison	37	Clitheroe	Y
= 5	Robert O'Brien	37	Liverpool	Y
= 5	William O'Brien	37	Liverpool	Y
8	John Harden	34	Liverpool	Y
= 9	Dave Barratt	30	Accrington	Y
= 9	Dave Graves	30	Bolton	Y
= 9	Brian Wragg	30	Liverpool	Y
= 12	Phil Howarth	27	Liverpool	Y
= 12	David Hunt	27	Liverpool	Y
= 12	Geoff Maine	27	Liverpool	Y
= 12	Judith Pegram	27	Liverpool	Y
= 12	Sean Robertson	27	Liverpool	Y
= 12	Alan Shaw	27	Pendle	Y
= 12	Peter Wright	27	Pendle	Y
= 19	Steve Smith	20	Accrington	Y
= 19	Alex Brown	20	Bolton	Y
= 19	Jo Evers	20	Bolton	Y
= 19	Stephen Mather	20	Bolton	Y
= 19	Melanie Morgan	20	Bolton	Y
= 19	Gary Sherriff	20	Bolton	Y
= 19	Ian Swallow	20	Bolton	Y
= 19	Robin Turner	20	Bolton	Y
= 19	Eric Wilcockson	20	Bolton	Y
= 19	Les Fragle	20	G&PMC	Y
= 19	David Doidge	20	Liverpool	Y
= 19	David Gee	20	Liverpool	Y
= 19	Mark Jagger	20	Liverpool	Y
= 19	Kevin Jessop	20	Liverpool	Y
= 19	David Mitchell	20	Liverpool	Y
= 19	Matthew Pegram	20	Liverpool	Y
= 19	Tom Roche	20	Liverpool	Y
= 19	Barry Wilkinson	20	Pendle	Y
= 19	Peter Wilkinson	20	Pendle	Y
= 19	Garry Marriott	20	Pendle	Y
= 19	Graham Williams	20	Pendle	Y
= 19	Les Eltringham	20	Pendle	Y
= 19	Peter Schofield	20	Pendle	Y

Only Showing those Marshals
that Have Qualified (42)
106 Marshals have scored points

Individual Championship

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

2019 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Bolton-le-Moors CC	427	1	1
Clitheroe & DMC	380	2	2
Warrington & DMC	324	3	3
Liverpool MC	216	4	6
U17MC-NW0	213	5	7
Longton & DMC	114	6	=9
Wigan & DMC	102	7	12
Preston MC	40	8	18

Division B		Position	
Club	Points	Div	O/A
Garstang & Preston MC	238	1	4
Airedale & Pennine MCC	174	2	8
Stockport 061 MC	114	3	=9
Matlock MC	106	4	11
Blackpool South Shore MC	90	5	13
Accrington MSC	86	6	14
Pendle & DMC	71	7	15
Wallasey MC	67	8	16

Division C		Position	
Club	Points	Div	O/A
Knutsford & DMC	205	1	5
Hexham & DMC	49	2	17
Lancashire A.C.	34	3	19
Manx AS	21	4	20
Knowldale CC	12	5	21
High Moor MC	0	=6	=22
CSMA (NW)	0	=6	=22
Lightning MSC	0	=6	=22
Mull CC	0	=6	=22
2300	0	=6	=22
Motor Sport North West	0	=6	=22

Updated 23rd April 2019

GAZZARD ACCOUNTS

Registered Agent
with HM Revenue &
Customs.

Accounts and Book-keeping
services for Small Businesses.

We specialise in

- Self Assessment,
- CIS
- VAT Returns.

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

Workplace or Home/Evening
visits can be arranged.

We will offer you the following :

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

Serving Greater Manchester and
areas of Lancashire and Cheshire.

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

Office Tel No : 0161 - 643 - 7845

E-Mail :
gazzard.accts@btinternet.com



Gazzard Accounts Ltd

2019 SD34MSG Under 18 Championship Registration Form

Name

Address

..... Post Code

e-mail Tel No Home

Mobile SD34 Nominated Club (1 only)

Age on 1st January 2019 DOB

Competitor Signature Date

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

Parent Name

Parent Signature Date

Parent Information (If different to above) Address

..... Post Code

e-mail Tel No Home

Mobile

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

SD34MSG Under 18 Championship Regulations

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

Scoring

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

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

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

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

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

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

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

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

2019 SD34MSG Championship Registration Form

Please register me for the SD34 Championships indicated below.

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

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 : May to Aug

4-May	Sprint	No	MGCC NW	Sprint	Anglesey Circuit, North Wales
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	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
7 "Jul	PCA	Yes	Airedale & Pennine	PCA 7	Rock & Heifer
7-Jul	Autotest	Yes	Knutsford & District MC	Tim Sargeant Autotest	
13 Jul	A/T	Yes	Airedale & Pennine	Grass Autotest	Rock & Heifer
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	
20/21 Jul	Road Rally	Yes	North Humberside MC	Beaver Road Rally	Yorkshire
21-Jul	Hillclimb	No	Mid-Cheshire MC	Scammonden Dam Hillclimb	Scammonden Dam, Huddersfield
3-Aug	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 2	Blackburn Services, M65 Jt 4
3-Aug	PCA	Yes	Under 17 MC NW	U17MC PCA 2	Blackburn Services, M65 Jt 4
3-Aug	Training	No		Fire training	Blackburn Services, M65 Jt 4
4-Aug	Sprint	Yes	Longton & Dist MC	Sprint 6	3 Sisters, Wigan
4-Aug	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 3	Blackburn Services, M65 Jt 4
4-Aug	Autotest	Yes	Under 17 MC NW	U17MC Autotest 1	Blackburn Services, M65 Jt 4
4-Aug	PCA	Yes	Under 17 MC NW	U17MC PCA 3	Blackburn Services, M65 Jt 4
11 Aug	PCA	Yes	Airedale & Pennine	PCA 8	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

Sprint & Hillclimb

Stage Rallies

Road Rallies

Non Race/Rally

Training

2019 SD34MSG Calendar : Sept — December

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 9	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 10	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 11	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 12	Rock & Heifer

Sprint & Hillclimb

Stage Rallies

Road Rallies

Non Race/Rally

Training

GAZZARD ACCOUNTS

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

- Self Assessment,
- CIS
- VAT Returns.

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

We will offer you the following :

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

Serving Greater Manchester and areas of Lancashire and Cheshire.

Registered Office :

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

Office Tel No : 01706 - 620 - 896

E-Mail : gazzard.accts@btinternet.com

SD34MSG 2019 Championship Rounds by Discipline at a Glance

Road Rally Championship 2019

Date	Event	Organising Club
15/16Jun	Memorial Road Rally	G&PMC
20/21 Jul	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
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
13 Jun	Grass Autotest	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
12th May	Cetus Stages	Wigan MC
9th Jun	Keith Freckle CANCELLED	ES DMC
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
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
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

Forthcoming Events At Clitheroe & DMC **MAY**

Sunday May 5th

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

MTC 1 opens at 10:01

**'The Sir Richard Owen'
(J.D.Wetherspoon)**

**4, Spring Garden St, Lancaster. LA1 1RQ
For an early (ish) Breakfast**



Tuesday 7th May

Terry Martins Surprise Night

**Tuesday 14th May
Committee Night**

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

**Tuesday 21st May
Spring Autotest
At A.I.Harrisons
Bentham**



APRIL CLUB NIGHTS At CDMC

**Tuesday April 2nd
Jim Brindle**



Thank you to Jim Brindle who came to the club for what proved to be an excellent insight into his extremely varied motorsport career!!

Karts, motorcycles including sidecars, building and servicing rallycars all over Europe, navigating and driving on road and stage events - you name it and it would seem that Jim has done it , , , all the while whilst laughing and talking!.

A character its fair to say - a very good night indeed

Tuesday April 16th

Rob Cotton

Rob Cotton came along and told a very good turnout of CDMC members all about his short career to date,,,and he certainly told a good story, so much so that Boss Hogg struggled to get a

word in! Rob was forensic and fluent as he recounted the Micra and IQ adventures of his junior career, seemingly able to recall individual events and incidents like it was yesterday (I cant remember my name at times...!)

It was interesting that Rob learnt to drive on his home playstation type set up and straight away went to left foot braking and watched DVDs of the single venues that he was doing over and over again - he obviously thinks deeply about what he is doing in terms of driving and displays a mature approach - which will be useful when he steps up into a 280hp lightweight GC8! A big step up for sure but he is aiming for top tens in 2020 and I for one can envisage him doing just that. As always money plays its part in determining just how far these youngsters ultimately progress but Team Cotton have thought it through and it is going to be interesting to see just how far Rob can go in the Scooby when it is completed...rumour has it that Old Man Cotton will be in the Micra with Rob in the IQ for a couple of events near the back end of this year - with the winner in the new Scooby for the 2020 NWS ! A very good evening once again at CDMC.....

thanks Rob



APRIL CLUB NIGHTS

At CDMC Continued

Tuesday April 23rd

Domestic Science



Paul Buckel demonstrated a wide range of domestic tasks and explained to a fascinated audience the joys of ironing including how to get 'knife edge' creases in trousers

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

<i>Drivers</i>			<i>Navigators</i>		
O/A	Competitor	Pts	O/A	Competitor	Pts
1	Ben Mitton	72	1	James Squires	68
2	Dan Sedgwick	71	2	Alivia Corps	59
3	Matt Simon	68	=3	Levi Nicholson	53
4	Matt Hewlett	66	=3	Sam Ambler	53
5	Paul Pendleton	50	5	Harris Halgate	50
6	Phil Shaw	33	6	Levi Nicholson	49
7	Dominic McTear	30	7	Elliott Shaw	33
=8	Tony Vart	23	8	Connor Stapleton	30
=8	Gareth Shepherd	23	9	Derek Lewin	20
10	Danny Poole	20	10	Connor Stubbs	18
11	Stephen Holmes	17	11	Martin Daws	17
=12	Paul Redford	16	=12	Jessica Redford	16
=12	Sam Coombes	16	=12	George Postlethwaite	16
14	Steve Cotton	15	14	Georgie Cotton	15
15	Nick Bulmer	14	15	Ben Williams	14
16	Connor Stubbs	13	16	Will Melsome	13

The 2019 Scatter Series

gets back into action

With Round 4

On Tuesday the 17th September

Round 5

Tuesday 22nd October

Round 6

Tuesday the 19th of November

Round 7

Tuesday 3rd of December

INTERNATIONAL RALLY

Evening,

A Statement on Behalf of Cumberland Sporting Car Club

The organisers of the Pirelli International Rally have been devastated by the reduction in entries, in the main this effects the International/BRC Section of the Rally. In comparison to 2018, we have suffered a 40% reduction, and we were therefore faced with making drastic savings. To those that have supported the Rally, we say thank you and we apologise for the need to cut milage but were faced with no choice.

Please visit the Competitor Downloads of the website to download the updated versions of the road book and time schedule. Bulletin 1 has also been uploaded, as well. We advise you to make sure you have read all the documentation before Saturday.

Competitors Download Section of the website:

<http://www.pirelliinternationalrally.co.uk/competitors/competitor-downloads/>

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.

19th May Yorkshire Dales Classic Trial

looking for anyone willing to come out and marshal on the day? If you think you'll be able to help out please contact Rupert on 07887376739, coming up a bit short this year with the date change. No experience needed!

Rock & Heiffer PCA 6

9th June

Sign on at 10:00 am onwards
1st Car Starting at 11am

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



Liverpool Motor Club



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

Marshals wanted at Aintree

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

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

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

Interested?

Want to know more?

There's more information at
www.liverpoolmotorclub.com

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



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

26th May
13/14th July
15th September
27th October

Longton & DMC

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



WALLASEY MC

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

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 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



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

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 Stan-
ley 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 More-
cambe 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 supplemen-
tary written directions and incorporating a gymkhana
along the way.

With almost all South Shore's competing members taking part in the Legend Fires North West Stages in March it was perhaps no surprise to find few venturing out onto the stages in April.

Best result from those that did came for John and Alex Stone who finished as runners-up on the SMC Stages at Anglesey Circuit. The father and son crew may have been celebrating a victory had their Ford Fiesta WRC not collected a puncture, costing them 20 seconds, whilst they were leading the event. In the end, they could only finish second best to the Ford Escort Mk2 of Dave Willett and John Davies who recorded a nine second winning margin.

More bad luck came the way of South Shore members who contested the Warcop Stages. William Clarke and David Parkinson got no further than stage one as mechanical problems forced their Ford Escort Mk2 into retirement. Steering issues with their Ford Fiesta R5 cost Chris Ford and Matt Daniels a pair of maximum stage times ruining any hopes they had of a good result.

Blackpool South Shore motor club is sorry to say that we will not be running the **Keith Frecker Memorial Stages** this year due to UN for seen circumstances and work commitments at senior level within the club it was decided at this late stage to cancel the event the club hope to run both of our events next year please watch this space for further announcements in the future.



Under 17 MC (NW)

Graham Maxwell Celebration

Autotest, AutoSOLO and Production Car Autotest

23rd June 2019

Many of you will have come across Graham Maxwell at events and anyone who was lucky enough to know Graham would no doubt tell you of his infectious enthusiasm and commitment to providing such superbly organised events.

Sadly we lost him last year.

In Celebration of all that Graham brought to the Sport, Boundless by CSMA Autosolo, Lymm on 23rd June 2019 will be run in his memory with £10.00 from every entry being donated to Kidney Cancer UK

While it is always a hope that events to run at capacity, we would especially love for this event to be at maximum entry to show support for Kidney Cancer UK and all the good work Graham had done for the Sport.

We would appreciate if people would please share this around the Associations and invite others who may be interested in the event.

Regs and entries can be found: <http://anwcc.co.uk/regs-190623-csma.pdf>

Online Entry Forms: <https://form.jotformeu.com/90904312758358>

For 2019, CSMA NW, Accrington Motor Sports Club & U17MCNW are offering half price entry for newcomers. This is a great opportunity to get your friends and family involved in your sport and support your local Championships.

Association of North Western Car Clubs

SD34 Motorsport Group

BTRDA Autosolo Championship

rallynuts

STAGES RALLY

EUAN METES OUT MORE PUNISHMENT!...

Euan Thorburn/Paul Beaton's domination of the Jordan Road Surfacing BTRDA Gold Star® Rally Championship continued on Round 3, the Rallynuts Stages, as their Focus WRC set FTD on each of the six mid-Wales forest stages to romp home almost a minute ahead of the Fiesta of Mark Donnelly/Dai Roberts. So, that's three starts and three wins for the Scots duo and realistically, with four rounds remaining, the title is becoming theirs to lose!.... Euan Thorburn/Paul Beaton 1st Overall For their part, having only registered for the BTRDA Series just prior to the Rallynuts, Donnelly/Roberts settled in very quickly to take four second- and one third-fastest time on their way to runners-up spot. Stephen Petch/Michael Wilkinson had been holding 2nd with just the final stage to go, but a broken anti-roll bar link hampered their Fiesta, such that they were demoted to the final podium place at the finish. However, following two consecutive DNFs, the 2017 Gold Star Champions are off the mark, albeit with no further room for error...

Mark Donnelly/Dai Roberts 2nd Overall Following an all-too-brief appearance on the Malcolm Wilson Rally, Connor McCloskey fared somewhat better on the Rallynuts Stages. His Fiesta R5+ was joint fastest with Thorburn's Focus on the opening stage, but then lost half-a-minute on the next. By the end of the day, the Kilrea driver had fought back up to 4th place, half-a minute in front of Charlie Payne/Carl Williamson who can count themselves lucky to have survived a 'moment' in the penultimate stage, Maesnant....

Stephen Petch/Michael Wilkinson 3rd Overall Rounding off the Top Six were Sam Bilham/Patrick Walsh whose day started badly with a puncture in Hafren which left their Fiesta languishing down in 15th place at this point. A determined effort from the pair saw them spend the rest of the day steadily climbing the leaderboard and, aided by the retirement of the car in front of them on the final stage, arrived back at the Showground in Builth Wells to claim their second 6th place of the season. Ascent of the learning curve continues and the Bingley driver now finds himself in the Top Ten of the points table.

Beginning the day in a similar position to Petch/Wilkinson, inasmuch as their first finish of the season was a pre-requisite if there was to be any chance of success this season, Matthew Hirst/Declan Dear came up with the goods to win Class B13 in their Mitsubishi Lancer EVO9. Richard Sykes/Simon Taylor's similar car was less than a minute in arrears, with the Impreza of Richard Hill/Steffan Evans taking 3rd on the day. So, they were the winners - the 'losers' included Ian Joel/Graeme Wood whose Escort Cosworth retired from 7th place towards the end of the event, while the first stage accounted for both the Impreza of Ian Bainbridge and Petr Krizan/Lukas Sintal whose EVO9 will require a considerable amount of TLC after finishing 'greasy side up'!



BTRDA® PRODUCTION CUP SCOTT FREE TO LEAD THE CHARGE!

Scott Faulkner/Gareth Parry 1st Production Cup While his main adversaries in the race for the BTRDA Production Cup are taking it in turns to crash, Scott Faulkner and co-driver Gareth Parry continue to stay out of trouble and, following their second consecutive maximum score and 7th overall on the Rallynuts Stages, have consolidated their lead in the table. Pat Naylor/Ian Lawrence put their off-road excursion on the Malcolm Wilson behind them to finish just five seconds adrift of the winners while, on this occasion, the wooden spoon went to Russ Thompson/Andy Murphy whose Lancer EVO9 landed on its roof on the opening stage.

Meanwhile, Zak Hughes/Tom Wood continued with their steamroller approach to the MRF Fiesta ST Trophy. As the only crew to have posted three finishes - each of which just happens to be a maximum! - they hold a considerable advantage over their rivals and are currently 2nd in the overall Production Cup table.

In the scheme of things, Bobby Mitchell/Shannon Turnbull were only 39s behind the leaders in their own ST and just 5s in front of David Kelly/Kenny Bustard by the finish. Among those who had lost interest in the results long before the finish of the Rallynuts Stages were Alex Hawkins and Matthew Baddeley, but there's always next time!... Zak Hughes/Tom Wood 1st Fiesta ST & N3

JORDAN ROAD SURFACING BTRDA SILVER STAR® CHAMPIONSHIP **PURE CLASS - BUT A DIFFERENT ONE THIS TIME!**

Having won the first couple of rounds of the Jordan Road Surfacing BTRDA Silver Star® Rally Championship in Baz Jordan's Class H1/H2 Avenger, George Lepley's steed was uprated to a BRM power unit for the Rallynuts Stages, but the result was just the same! In spite of experiencing some mechanical issues during the early stages of the event, George and Tom Woodburn finished 13th overall and first 2WD car to claim yet another maximum score in both Silver Star and the BTRDA Historic Cup. Ben Friend/Cliff Simmons' Historic spec. Escort MkII was only 12s behind the flying Avenger, taking 2nd place in both series, while Andy Davison/Tom Murphy took their Talbot Sunbeam VXR to a Top Twenty finish and a class win which brought with it a good haul of Silver Star points. In their attempts to join them, the Escorts of Tim Phelps/Elwyn Manuel (accident - SS1) and Damian Pratts/Jonny Tad Evans (stopped - SS2) both failed to complete the route.

In Historic terms, David Gathercole's hitherto ultra reliable Escort was also in the wars, forcing its driver to surrender his share of the category lead. However, he'll be relieved to know there's still time to wrest it back from George Lepley. That's, of course, as long as Rex Ireland/Adrian Scadding (Escort) don't get in the way!...

BTRDA RALLYE R2 CUP **GARDENER'S WORLD LIVES UP TO EXPECTATION!**

Ten eligible BTRDA Rallye R2 Cup cars started the Rallynuts Stages - nine Fiestas + the Citroen C2R2 of Ryan Blandford/Chris Dove. Perry Gardener/Keaton Williams took top honours this time, but a mere 10s behind them were Malcolm Wilson victors Tony Simpson/Ian Bevan while there was a similar gap to third-placed Tommi Meadows.



Rallynuts Stages *Continued from page 22*

Rhys Stoneman was the next registered co-driver home while newcomers Alex Waterman/ Harry Thomas also made their presence felt! Mat & Tim Tordoff's visit to mid Wales earned them some more points and it's worth noting that the top four cars in the table have finished all three events to date. James Giddings/Sion Cunliffe would have made it five but their example stopped on the final stage of the day....

FUCHS LUBRICANTS BTRDA 1400 CHAMPIONSHIP **BLACK'S MAGIC WORKS AGAIN!...**

Callum Black/Michael Gilbey proved that their the Fuchs Lubricants BTRDA 1400 Championship victory on the Malcolm Wilson Rally wasn't a flash in the pan as they guided their MG ZR to another category win on the Rallynuts Stages. Indeed, the Top Three had a familiar look to it as Chris Powell/Jim Lewis (Talbot Sunbeam) and Steve Black/Paul Morris (Suzuki Swift) both repeated their Lake District results. However, while there was just 19s between first and second, there was fully two minutes between second and third! Callum Black/Michael Gilbey 1st 1400 Dominic Hodge/Stefan Arndt's Micra headed home the Corsa of Dave & Toby Brick, with Noel Lappin/Will Atkins (Ford Escort) one of six crews claiming their third finish from three starts.

Unfortunately, the only Class 1400S car not to be classified was the Corsa of Richard Jordan/Jamie Gratton-Smith that disappeared in Cwmcynydd. The Evans brothers - Mat & Dan - took their Peugeot 205 to Class 1400C victory for the third time in a row, with Richard Garnett/Rob Gilham (Micra) in second place - for the third time in a row!... As Jimmy White once said, after losing out to Stephen Hendry in the final of the World Snooker Championship for the sixth time - 'he's starting to annoy me!...'

Graham Roberts and Joseph Keen both took maximum BTRDA Rally First Championship points in their respective MG ZRs, while Sam & Liam Johnson's efforts to join them came to nought when their Seat Arosa's gear cables snapped - again! - on the opening stage....



TITAN

REVOLUTION COMPETITION ▲ WHEELS

MINTEX RACING

MAXXIS TYRES



All photos courtesy of Kevin Money and Malcom Almond,



rallynuts

STAGES RALLY

George Lepley

2300Club John Easson Award winner 2018

"George had another mega weekend. The Rallynuts stages, starting in Builth Wells for round 3 of the BTRDA Rally Championship. A new engine in for this event, a 2 litre 16 valve BRM.

"The first loop of stages were much drier than expected and we set out on tyres that were too soft, causing some time loss. Furthermore, a differential issue meant the car was effectively 1 wheel drive with little/no pre-load when checked in service. The car wasn't driving quite as George had hoped and felt as if they were struggling for traction, so this explained a lot! George found himself not leading for the first time this year, in fact 8 seconds down. But with 2 stages left, it was a case of giving it their all to ensure they got the win that they were after, especially after the first 2 wins this season. 21 miles through Hafren and Sweet Lamb awaited them. Although the car was wounded, George and co-driver Tom Woodburn, had a big push to come out with a 12 second win! Despite their issues, it was great to be first 2 wheel drive, first historic and first Junior! It puts them in a very good position in the championship with 3 wins from 3.

Most importantly, it was the first win for the new BRM engine and so I would like to say a big thank you to the whole team and to all the supporters and 2300 Club John Easson Award for their continued support and belief in me. I'm proud to have re-paid everyone with this win with the new engine.

The next event is on 11th May in Oswestry, the Plains Rally."



Alan Durham : John Easson Award Manager

The Beatson's Building Supplies Mull Rally is back

Normal service resumes on the Isle of Mull this October

Police Scotland and Argyll & Bute Council has agreed the route

Beatson's Building Supplies Mull Rally pays tribute to Transport Scotland

Fifty years after rally cars first competed up Glen Aros, the Scottish Government has today (Wednesday, April 17) published legislation allowing Closed Road Motor Sport to take place in Scotland.

Replacing the 1990 Strathclyde Act means one thing: the Beatson's Building Supplies Mull Rally is back.

The organisers of Britain's first ever closed-road rally have been working behind the scenes in readiness for this news. Thanks to that diligence and determination, the route for Beatson's Building Supplies Mull Rally (October 11-13) has already been approved by Police Scotland and Argyll & Bute Council.

Additional support for the rally has been applied for and granted by Event Scotland.

Friday October 11 this year marks the end of a 1,089-day wait* since John MacCrone and Stuart Loudon won the 2016 Beatson's Building Supplies Mull Rally. Finally, the likes of MacCrone, Duffy and Harper and 147 other lucky crews get to pit themselves against the Hebridean island's legendary Tarmac roads.

Clerk of the course, Andy Jardine said: "The island has missed the event over the last two years, but the sport has missed it as well. Mull is such a special rally for lots of people. Our thanks to everyone at Transport Scotland for pursuing this legislation and for enabling the event to come back in time for the 50th anniversary."

"We also have to express our thanks to Duncan Brown and the Saltire Rally club for all they have done on the Targa Rally and Gravel Sprint over the last two years to keep motorsport alive on this beautiful island."

Jardine and the rest of the Beatson's Building Supplies Mull Rally team have no intention of letting the golden anniversary of Britain's foremost closed-road rally pass without celebration.

Further details of the route, entries, marshalling news and, of course, plans for a golden Beatson's Building Supplies Mull Rally will be coming your way. And relax... we're back. See you on the island.



Rally North Wales

Tony Vart : Car 84 : Clitheroe & DMC

A snapped camshaft after just six miles of the first stage was the sum total of Hopkins/Varts efforts in the usually trusty Sunbeam, as the BHRC kicked off in Dolgellau..with the fellow Historic team members of Beveridge/Price breaking the Corollas engine after 3 stages joining moderns team members of Gapper/Wilkinson in retirement after the Scooby's turbo let go at the halfway point..so it was RNW 3 v 0 Team Moosebeam . Never has so much money been spent for so little return!! The only upside (if you can call it that!) was that Marty McCormack/ Phil Clarke (and many more) made the same mistake as Hopkins/Vart, at the uphill hairpin which was being recorded for posterity by Slipstream Media.....dear oh dear!

Tony Vart : Clitheroe & DMC

NORTH WALES RALLY SERVICES

RALLY **NORTH WALES** **30TH MARCH 2019**



Early Start For Rally Racers **27.04. 2019.**

Saturday morning commuters and those people making an early visit to the supermarket were greeted by the site of a cavalcade of brightly coloured rally cars roaring out of Carlisle and heading for the Kielder Forest and the opening stage of the Pirelli International Rally, the opening round of both the British Rally Championship and the Fuchs Lubricants British Historic Rally Championship.

It was the historic crews which led the field away and immediately there were problems for some crews with the Mitsubishi Galant of Tom Coughtrie/ Ian Fraser and the Chrysler Avenger of Keith Davison/ Henry Davison coming to a standstill almost within sight of the startline.

Meanwhile the opening stage saw series front runners Nick Elliott ? Dave Price power into an early lead, narrowly ahead of Matt Robinson/ Dave Robson with Joe Price/ Chris Brooks completing the top three, all driving the ubiquitous Ford Escort. Indeed, you had to look right down to 19th place to find the first non Ford crew, that being the big Triumph TR7 V8 of David Kynaston /

There was a promising start for New Zealand driver Derek Ayson, making his first ever visit to a British rally, he was 11th on the opening stage, a good result in unfamiliar territory.

Ed Graham : Hexham & DMC
Continued on Page 31

Two guys are driving along in a car when they see two dogs mating in someone's yard.

The driver says, "That is great. My wife and I do that every night."

The passenger replies, "My wife is conservative, she likes it the old-fashioned way. But if you tell me how you get your wife to do this, I would like to try it."

The driver says, "Give your wife two drinks and she will be all set."

The next morning they're cruising along and the driver asks, "How was it?"

The passenger answers, "It was great, but it took my wife ten drinks."

The driver looks at him funny and says, "Ten drinks?"

The passenger says,

"Yes. After two she was more than willing to make love that way, but it took her eight more to get her out on the front lawn!"

Marfell masters the conditions to take BXCC Walters win

The Britpart British Cross Country Championship (BXCC) returned in style with the opening round at Walters won by Adrian Marfell and Paul Bartleman in their Fouquet-Nissan.

The organisers laid on a very tough course of almost nine miles in length and, after rain most of Friday, it was very slippery as the crews headed out on the opening run.

Justin Birchall and Jonny Koonja set the early pace in their Lofthouse Freelanders, they were the only crew to break the 14 minute barrier on the first run. Marfell took the lead after run three as Birchall's car had electrical issues which resulted in a time around two minutes slower than his first two runs. Mark Jacques and Adam Nicholson held third place after the opening three runs with Andy Degiulio and Paul Foley in fourth in their Milner R5 despite a first run puncture which removed part of the bodywork.

The initial runs proved troublesome for several crews. Jason Rowlands stopped with a broken drivebelt on his Can-Am X3, Ryan Cooke's Milner LRM-1 had water pump issues and Mike Wilson broke a driveshaft on his Freelanders.

With his car restored to full health Birchall was quickest on the remaining three runs of the opening day, reducing Marfell's lead to 22 seconds. Degiulio was third overnight ahead of Jacques with Richard Wynne-Williams and Matthew Lowe making it three Lofthouse cars in the top five.

The competitors continued to keep Rabbit Recovery busy with a variety of mechanical issues and accidents including Oisin Riley rolling his Polaris and Mike Moran losing an argument with a tree in his Lofthouse Evo.

The crews did another five runs on day two and it was Birchall who was again quickest on the first run of the day, bringing the lead down to 11 seconds. His hopes of victory were dashed on the second run though as a puncture cost around 30 seconds.

Marfell had three punctures during the event but four fastest times on the last four runs helped give him a winning margin of over a minute from Birchall.

"It was a very enjoyable course to drive, the second half was very fast and flowing," said Marfell. "We had a few problems with punctures, it's a venue where you need a little bit of luck I think. The event was very well organised and it's great to see the British championship back on the map, thanks to the That's Motorsport team for all their hard work."



Continued on page 25

Continued from Page 24 BXCC Walters Arena

Birchall commented: "It's a good start to the season, we had a great battle with Adrian and hats off to him for the win. We had a couple of electrical problems on the first day but we managed to pull things back on the later runs. We'd hoped to push hard for the win early on day two but the puncture put paid to that. The course was very challenging, a real offroad event, it's been a fantastic weekend."

Jacques was promoted to third after Degiulio crashed on run nine but this was only after some late night servicing.

"We were checking the car over after the first day and found a problem with the diff," said Jacques. "Thanks to Ian Gregg, who lent us his welding gear, we were able to get it sorted after working on it all of Saturday evening. I'm happy with third, we were pushing hard and our run times kept dropping until the last couple of laps when the car had some sort of issue – we're not sure exactly what yet!"

A final run puncture dropped Wynne-Williams to fifth so it was Andy Powell and Mason Kershaw who finished fourth in their Caze Peugeot 306.

Richard Keasey took his Rakeway Ridgeway, resplendent in its new eye catching livery, to sixth. With engine problems on their GSR 206, Martin and Aston Cox purchased a Can-Am X3 for the event and, partnered by Josh Thomas, they finished seventh.

In eighth were Phil Ibbotson and Karina James in their BMW M3-engined Metro 6R4, Ibbotson finding that he's quicker now that he can see where he's going with his new glasses.

"It's been a really good event," commented Ibbotson. "It was a tough course but we had no problems and no punctures, we've had a fun weekend."

Steve Smith and John Griffiths were ninth in their Clio V8 and rounding off the top 10 was Ryan Cooke and Darren Cooke who battled to the finish after several issues with their car.

Outside of the top ten Paul Rowlands finished 11th despite rolling his Polaris in front of the TV cameraman and suffering a broken balljoint.

Chloe Jones travelled straight from competing in the Abu Dhabi Desert Challenge to race at the slightly less desert-like Walters Arena and she was rewarded with a class win and 14th overall.

Mike Wilson drove his Freelander in his usual committed manner to finish 20th overall and first in class, his service area resembling a Freelander scrap yard with assorted pieces of broken suspension and transmission.

The championship will resume in June in South West Scotland. For more information please visit crosscountryuk.org.

Thanks to all the sponsors of the BXCC: Britpart, Voxcloud, Staffordshire Signs, Par Homes, OFG Land Rover Specialists, Birchall Foodservice, Nicky Grist Motorsports and Bowler.



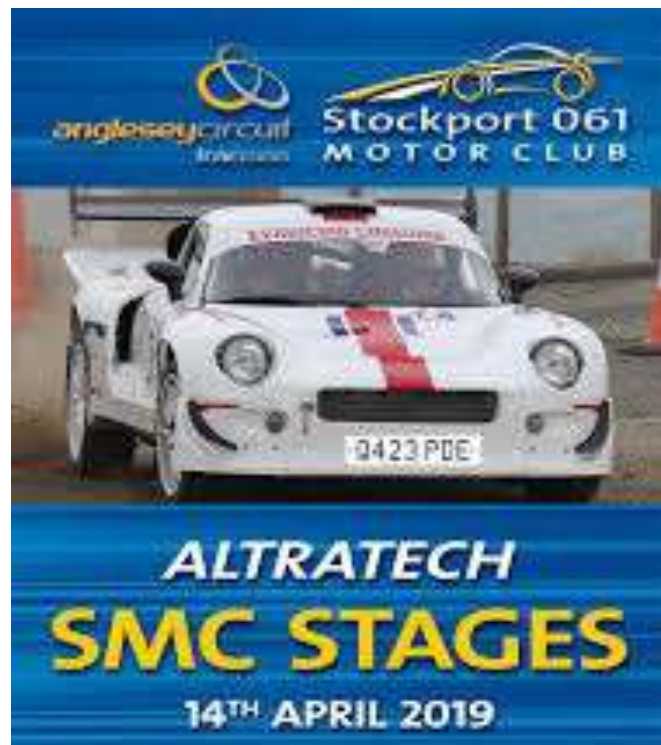
Top 10

01. Adrian Marfell/Paul Bartleman	(Fouquet-Nissan)	02:29:16
02. Justin Birchall/Jonny Koonja	(Lofthouse Freelander)	02:30:25
03. Mark Jacques/Adam Nicholson	(Lofthouse LS3)	02:39:03
04. Andy Powell/Mason Kershaw	(Caze Peugeot 306)	02:46:17
05. Richard Wynne-Williams/Matthew Lowe	(Lofthouse BMW)	02:48:02
06. Richard Keasey/Kevin Arnott	(Rakeway Ridgeback)	02:48:39
07. Martin & Aston Cox/Josh Thomas	(Can-Am X3)	02:48:56
08. Phil Ibbotson/Karina James	(Metro 6R4 Evo)	02:56:05
09. Steve Smith/John Griffiths	(JRG Clio V8)	02:59:03
10. Ryan Cooke/Darren Cooke	(Milner LRM-1)	03:03:47

Stockport 061 MC

Altratech SMC Stages

14th April



Back with Brandon Smith for this one, in his newer Darrian, with the new Jaguar V6 engine in the back after the Millinton exploded on the Neil Howard last year. Brandon did the track day the day before, as a shake down, with no problems.

I came down on the sunday morning, apparantley there had been massive queues for some reason, but no problems for us.

Twelve stages were originally advertised, but with a ten o'clock start (WHY??) that was reduced to ten!

Car 4 for us, with around a million pounds worth of cars around us, but thats getting to be the norm now in club rallying, im not grumbling, if youve got a car, better to use it.

On to stage one, laps splits merges, and about 300M of whites, second lap round, past the merge at the old pit lane/start, and the throttle jams open, now its a beautiful sounding engine, but it was screaming its tits off, until Brandon hit the kill switch, and on to the grass, were both out, i put the okay board out, and Brandon lifts the rear clam, no problem under there, he finds the throttle pedal has jammed on the body work!!! He does a quick repair, were back in and away, were now running with cars in the teens, we pass two on stage, but weve lost five and a half minutes, and we are last on the rally.

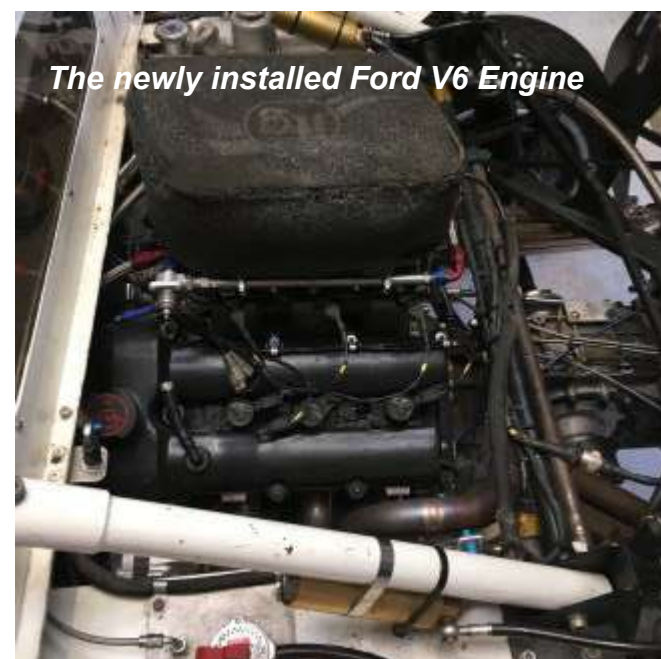
In to service, i shout twenty minutes. Brandon explains the problem, and Mike, Nobby and Andrew set about the car, no time for fuel though! Next stage no problem, they sorted it.

We carry on, and treat the rest of the rally as a test, setting top five times through out the day, eventually finishing 19th.

The last two rallys Ive done at Anglesey have included the rough stuff at the top, why? good chance of damaging a wheel, or worst a puncture, ruining a £150 plus tyre and spoiling a decent result, just mine and my driver opinions,

Im sure some crews dont mind it.

Brandon Smith / Terry Martin
Darrian Gtr V6



The newly installed Ford V6 Engine

An Irishmen wanting to become a Priest went to see the Bishop who said "You must answer 3 questions on the Bible".

"1st - Who was born in a stable?"

"Red Rum" he replied

"2nd - What do you think of Damascus ?"

"It kills 99% of all germs" he replied.

"3rd - What happened when the disciples went to Mount Olive?"

"That's easy" he said "Popeye kicked the seven bells out of them!!"

Paddy & Mick find three hand grenades, so they take them to a police station.

Mick: "What if one explodes before we get there?" Paddy:

"We'll lie and say we only found two."

Oxford University researchers have discovered the densest element yet known to science.

This new element is called Governmentium (symbol=Gv)

Governmentium has one neutron, 25 assistant neutrons, 88 deputy neutrons and 198 assistant deputy neutrons, giving it an atomic mass of 312.

These 312 particles are held together by forces called morons, which are surrounded by vast quantities of lepton-like particles called pillocks.

Since Governmentium has no electrons, it is inert. However, it can be detected, because it impedes every reaction with which it comes into contact.

A tiny amount of Governmentium can cause a reaction that would normally take less than a second, to take from 4 days to 4 years to complete.

Governmentium has a normal half-life of 2 to 6 years.

It does not decay, but instead undergoes a reorganisation in which a portion of the assistant neutrons and deputy neutrons exchange places.

In fact, Governmentium's mass will actually increase over time, since each reorganisation will cause more morons to become neutrons, forming isodopes.

This characteristic of moron promotion leads some scientists to believe that Governmentium is formed whenever morons reach a critical concentration.

This hypothetical quantity is referred to as a critical morass.

When catalysed with money, Governmentium becomes Administratium (symbol=Ad), an element that radiates just as much energy as Governmentium, since it has half as many pillocks but twice as many morons.

Second At Cadwell Park For Frank Bird



Frank Bird continued his meteoric rise when he claimed runner-up spot on the TJS Self Drive Alan Healy Memorial Cadwell Park Stages Rally which formed the final round of the Motorsport News Circuit Rally Championship with MSVR driving his dad's Ford Focus WRC

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 Wisser Insurance, Fuchs Silkolene, PBM and Hager, were hoping to add to the win they recorded on last month's Lee Holland Memorial Rally 2019 at Anglesey.

Hopes were high when Frank set fastest time by six seconds on SS1 at the Lincolnshire track but on SS2, he dropped over 30 seconds with one of many stalls which was to prove costly as it turned out, due to a handbrake issue. Frank was quickest on the next three stages to move up to second, but more time was lost on SS6 to drop down to third again.

But in typical fashion, Frank set about closing the gap and with fastest time on the final three stages, he'd managed to climb up to second place overall ahead of series rival Peter Smith (Ford Fiesta RS WRC) and at the finish, had closed to within 17 seconds of winner and 2019 champion Chris West (Peugeot 306 Maxi Kit Car).

That means in three rallies, Frank has finished first, second and third to bump himself up the order to third in class D2 in the series having only contested the three events.

Frank Bird: *"The rally started off well and we ended up winning every stage apart from two. On the two stages we weren't fastest, we had a small issue with the handbrake causing us to stall a number of times. That put us out of contention for the win, which was a shame, but we showed great pace all day to get back up to second overall. The car was feeling mega and once again thanks to Jack who was brilliant on the maps, the team, my dad and our sponsors."*

Results

- 1 Chris West/Keith Hounslow, Peugeot 306 Maxi Kit Car, 44:32
- 2 **Frank Bird/Jack Morton, Ford Focus 07 WRC, +17**
- 3 Peter Smith/Patrick Walsh, Ford Fiesta RS WRC, +18
- 4 John Griffiths/Nigel Wetton, Subaru Impreza, +2:19
- 5 Stephen Tilburn/Jack Tilburn, Ford Escort, +2:21





AGBO Historic Stages 2019

We arrived at Western Park early on Saturday morning, having already scrutineered the previous day without any problems.

Seeded 11th Mini out of the 22 Mini crews that were competing on the day, car 25. The day started off with the stages being very greasy, with no grip at all for the first few.

We encountered a misfire shortly after the start of the 1st stage, which soon cleared by itself, and the car went on to run perfectly for the rest of the day. After the first 3 stages, Gary and I were lying 5th Mini and then moved up to 4th by the end of Stage 5, the halfway point in the stages. However, with the stages getting drier throughout the morning, this benefited the crews with the bigger and more powerful engines that we were competing against. The gap was slowly increasing between us and Ryan Taylor in 3rd place.

Going into the last stage we were now lying 6th Mini, with just 1 second between us and 5th place, so it was all to play for. However, due to an unfortunate change in weather conditions by the time we entered the stage, it was very slippery and we dropped a massive 25 seconds to the time we set on the stage before when it was dry.

Therefore, we finished 6th Mini, 1st in Category 3 and 14th overall which I am happy with and is a very good result for us after an enjoyable day rallying.

Jack Hartley Clitheroe & DMC



Crowd-pulling rally likely To return to Garstang

The North West Stages Car Rally looks like being back in Garstang next year.

Following the success of last month's rally which attracted up to 3,000 people to the town, the organisers want to have the 2020 event's ceremonial start in Garstang centre.

A report to Monday's meeting of the town council says: "They had thought maybe two or three hundred would turn up but we had between two and three thousand.

"The provisional dates are in March 2020. The traders we have spoken with have raved about it and have asked if it will be on next year."

Cllrs Leah Hynes and Alec Allan, who attended a post-event review last week, have stated they are happy to manage the council's effort.

In the light of Garstang Council's support this year the rally organisers want to make a donation of £1,000 to the mayoral charity,



Warcop Stages Rally

21st April

Steve Johnson / Steve Butler, Car 52

Ever since the 2017 Pendragon, Warcop has been a must-do event for us. 99.9% tarmac and a bit of rough concrete that'll loosen your teeth, it's as close as we've been to a road rally on pace notes on mainland Britain. Which means it's the next best thing to the Isle of Man that we've done. And while we're on the subject of the home of tail-less cats, this event was to be a shakedown for the Chris Kelly Memorial in three weeks time. Just to scrub some new tyres in and scrape the rust off the crew, since we haven't done a rally on notes since last year's Pendragon.

We were happy being seeded at 52, which means with only a handful of cars behind us there would be less traffic about when we're on our last lap.

Stages one and two were largely uneventful; well apart from one minor wrong slot on stage one. Yes, I know, how do you wrong slot on notes? Well, it turns out all you have to do is call the next but one bend before you've gone around the one in front of you. There was a series of 90's - 6R, SQ L, SQ R, SQ L, 6R. Those last 2 were called together and sadly, my pilot followed the last instruction and went 6R, instead of SQ L. After a "where the hell are you going?", a quick spin round and wait for the two cars behind us to get out of the way and we're all sorted. No damage done and we'll chalk that one up to a communication breakdown and move on. Not surprisingly we were 34 seconds quicker on stage 2. Ah well.

Stage 3 had at least one buttock-clenching moment when "SQ R over crest" was understood to mean "let's see just how good these tyres are". The laws of physics were not being broken today and a visit to the shallow ditch on the exit and then across the road for another go at the other side nearly shortened our rally by 3 stages. In fact, this little excursion into the undergrowth did in fact shorten our rally by about a mile. But more of that later. Adding the word "caution" before "SQ R over crest" for the next few laps may or may not have had an effect, but it made me feel better.

You may only get 6 stages on this rally, but you still get 70-ish miles, so they're long stages and you know you've been busy after 10 miles. Add another 3 miles, and the last two stages even had me breaking into a sweat and all I was doing was basically reading out loud. Towards the end of Stage 5 my brain was frazzled and concentration was lacking. I just managed to correct myself at the final split "split square left.....no, right!" "I'll go right shall I?" says Mr Johnson. I don't think he wanted to go round again. He's getting on, you know.

Now comes the embarrassing bit. Final stage and currently sitting 24th overall, 3rd in class and 19 seconds ahead of our nearest rival, all we had to do was finish and that would be a good result. Towards the end of the second of three laps and there was a splutter from the usually bullet proof Micra. Steve put it down to a fuel surge. Shortly after the split the splutter turned into a cough. This was an unhappy Micra and its occupants weren't best pleased either. "Don't tell me we're running out of fuel" says I, now having abandoned the notes in favour of praying for a miracle. For a short while, the gasping engine burst back into life, but it was a false dawn and with probably two or three miles to go there was a lot of discussion about fuel, fuel gauges and that gallon of precious liquid currently sitting in a little plastic container in the service area. No bloody good there, was it! We even stopped to ask some marshals if they had any, but to no avail. After all remaining cars had overtaken us and we were the last car on stage, the plucky Micra finally spluttered to a halt and that was that – about a mile from the finish. After waiting for what seemed like an eternity for the sweeper car to arrive, a kindly radio marshal gave us a tow back to service. It would be better if the car could be driven on to the trailer, so let's see if putting some fuel in the thing will make it go. Lo and behold, a miracle! Fuel makes cars go!

Now then, that's not the end of it. So, the question was, did we really run out of fuel? Well, perhaps not. After later inspection, it turns out that the little excursion into a ditch on stage 3 had damaged the fuel tank and pump, meaning that there was fuel in the tank – at least a gallon, the fuel gauge said so – but the fuel pump couldn't get at it for some reason. Anyway, every day's a school day and today's lesson is if you have a gallon of fuel lying around, stick it in the damn car!

Steve has been busy and the Micra now has a new fuel tank and we're ready for the Isle of Man. Can't wait!

Thanks to David James and his team at North Humberside Motor Club for putting on a superb event. It may remain a mystery why this event doesn't attract more entries. It may be because of the Easter weekend but there are reasons why it can't be moved. Thanks as always to all the marshals. At least there was threat of sunburn rather than frost bite.

I've just remembered I need to order the notes for the Manx!

Steve Butler : Clitheroe & DMC

2019 Avon Tyres National Formula Ford Donnington Park



Rory Smith stormed through the field from seventh on the grid to take the first win of the 2019 Avon Tyres National Formula Ford 1600 Championship season.

The B-M Racing driver held off rookie driver Spike Kohlbecker in the closing laps, finishing only 0.2s apart.

Polesitter Ross Martin led the field away comfortably on the opening lap, leaving Cliff Dempsey Racing teammates James Clarke, Kohlbecker and, briefly, Jonathan Browne, to battle behind.

Kohlbecker continued to hold off his teammates for second but Smith was carving his way through and up to fourth by the end of lap two.

Martin's defence of first came to an end as Smith, having demoted both CDRs on the same lap, forced his way past into turn one, which also allowed Kohlbecker through into second in the process.

The top five had begun to break away from the rest of the field but with two laps remaining, the leaders began to close up once again with Smith having to defend his lead hard in the closing stages.

Clarke was forced wide at the exit of Murray's approaching the penultimate lap, which initially dropped him to ninth, before he retired with one lap remaining.

The incident allowed the top two a head-to-head fight on the final lap, with Smith holding on to the win just ahead of series newcomer Kohlbecker.

Reigning double Formula 1 Esports champion Brendon Leigh dropped from his starting position of fifth down to seventh off the start, while his Kevin Mills Racing team-mate Neil MacLennan initially moved into the lead battle.

But when MacLennan was edged out wide at the Bombhole at the end of the opening lap, it swiftly dropped him back down the order. Conversely, Leigh was able to climb back up to fifth place, which became fourth after Clarke's off.

Leigh would be demoted to 10th after the chequered flag, however, after contact with Browne at the Wilson hairpin sent the CDR driver wide and down to 10th place. That became ninth after Leigh was handed his 15.5s penalty.

Fourth placed Jamie Sharp led home Leigh's KMR team-mates MacLennan and Michael Macpherson, who finished fifth and sixth.

Clubman class winner Max Marzorati was seventh overall, ahead of Team Dolan stablemate Morgan Quinn.

John Svensson had initially in the top 10 fight with Marzorati after a fantastic start from 13th, vaulting him up to ninth and highest-placed Clubman series driver.

His earlier hard work was undone around the half-way mark, however, as he fell back down the field and ended back in 13th.

Samuel Street had bounced back from electrical issues that had prevented him from running during qualifying, finishing 15th.

Scott Huntley started from pitlane with a 10s penalty, his car having been found underweight after qualifying.

JAKE WILLIAMS-SMITH



<https://ff1600website.com/>


three sisters
CIRCUIT



LOCAL FAMILY FESTIVAL DAY



£5
ENTRANCE
UNDER 16s FREE

BANK HOLIDAY MONDAY 6TH MAY : 10AM UNTIL 5PM

Following the massive success of our Festival Day last year there is another chance to spend the bank holiday with your friends and family at Three Sisters Circuit and enjoy a day of bikes, cars, drifting and karting.

Various activities will be available for both children and adults, with local stalls and refreshments.

01942 719030 THREESISTERSCIRCUIT.CO.UK

Classics in the Park

By Kind Permission of Enovert Ltd.

3rd Classic Car & Bike Show

Sunday 19th May 2019

Lymewood Country Park
Vista Road, Newton-le-Willows, WA11 0RN
Public Access 11am - 4pm

Classic Cars - Classic Bikes - Classic Trikes
Army Classic Display - Future Classics

Exhibitors 9am - 11am

FREE Exhibitors - FREE Parking

FREE Admission 11am - 4pm

Caterers In Attendance



For Further Enquiries

Jim Collier 07799 685583

ROBINSON REAPS REWARD AS ELLIOTT EXITS

Matt Robinson/ Dave Robson scored a dominant victory on the Historic Section of the Pirelli International Rally, the latest round of the Fuchs Lubricants British Historic Rally Championship, profiting from the demise of early leaders Nick Elliott/ Dave Price who misread a chicane to crash out of the event on only the second stage. The rally had an early rate of attrition, Tom Coughtrie/ Ian Fraser (Mitsubishi), Tom Herad/ Ian McCutcheon (Escort) and Keith Davison/ Henry Richardson (Avenger) all stopped before they even reached the opening stage which saw Alan Walker/ Will Rogers roll their Ford Escort, Walter Henderson/ Jim Kinloch had their Escort's engine die on the start line and Rob Graham / Helen Harkness slid off the road.

Elliott had been quickest on the opening stage but all went wrong on the following one as he was caught out near the stage finish, crashing out and sustaining a broken wrist. Robinson profited as he was the only car not to get a notional time and moved into the lead ahead of Joe Price/ Chris Brooks. Rob Smith/ Alun Cook retired on this stage with bent steering as did Jim Robertson/ Mike Curry (Escort) with a misfire and Linzi Henderson/ Tom Hynd (Fiesta) with a defunct Clutch.

After a quick service, the action resumed with the fast Roughside stage where Robinson headed Price by some 10 seconds with Adrian Hetherington/ Ronan O'Neill putting in a quick time to move up into third place. The final stage was the equally fast Pundershaw where extensive tree felling has made it a lot easier to see the road ahead. Robinson stamped his authority on the event, 15 seconds quicker than Price who just shaded Hetherington. There was a sting in the tail for the Talbot Sunbeam of Malcolm and Ron Mounsey who slid off with the finish in sight.

Ed Graham : Hexham & DMC

PIRELLI

**INTERNATIONAL
RALLY**

Continued from Page 23

Ilkley Jubilee Classic Rally

The last time I competed on IDMC Jubilee Rally was back in the late nineties with the late Frank Davies who won most northern road events in the 1960s. I seem to remember we had a top five place, but I'm sure that 20 years on, the Rally was to prove to be more competitive and complex than previously. Indeed the paperwork and complexity of the event was something to behold and a credit to the club. This time my driver was to be Martin Oglesby who has spent a couple of years rebuilding an Opal Kadette to original works spec.

This popular event took place on 14 April-what must have been the last cold weekend of the winter as many a marshal will testify. A full entry of 60 left the Millstone up on the moors near the golf balls led away by previous winners Paul Crosby/Ali Procter in a Porsche and straight into regularity one, which finished near test1 in Coldstones Quarry. This was to be the order of the day with tests interspersed with regularity sections. Some of the latter involved eight changes of speeds and navigational instructions involving spot heights, tulip diagrams, uphill/downhill arrows etc. For me, the highlight of the event was a visit to Catterick Camp where the route was defined using some detailed large scale maps. Surfaces were gravelly and terrain like a roller coaster in places. Lack of rain over a couple of weeks meant that dust clouds, Safari rally style, were plentiful. I was a little disconcerted on seeing signs warning of emerging tanks !

...like the Chieftain sort. No contest. Timing was such that morning coffee was a very rapid and coffeeless affair for most crews. Lunch halt was at Leyburn Cattle Market where John Haygarth and Bob Hargreaves were leading, having put in some very fast test times.

Seeding for the event proved to be pretty accurate with car 1 , Crosby/Procter winning and car2, Howard Warren/ Ryan Pickering coming in second separated by only 24 seconds. 54 finishers. As for yours truly, we managed 22nd, having dropped a few places due to a line fault on a test, although I dont remember it. Such is rallying. Altogether a very enjoyable day out with the finish being a fantastic carvery at the Millstone, complete with 'how many desserts can you eat?'

As a postscript, brain fade was the order of the day on the complex regularity sections. I'm looking for any tips. Familiarity with zeroing watches and trip meters at the right time and place seem to be the secret but doing it right at the time aint easy. Roll on the next one.

Rod Carter : Kirkby Lonsdale MC



A family of balloons, daddy balloon, mummy balloon and little boy balloon lived in a tiny house.

They were so poor they only had one bed, which they all shared.

One night little boy balloon stayed up to watch TV while his mum and dad went to bed.

Later he went to join them but found that they were taking up too much room, so he let a little bit of air out of his dad.

He still couldn't get in, so he let a bit of air out of his mum.

There still wasn't quite enough room so he let a bit of air out of himself, finally managing to squeeze into the bed.

Next morning at breakfast daddy balloon frowned at his son as he began to tell him off, " I need a word with you master balloonlast night . . . you let me down, you let your mother down, but most important of all you let yourself down!



Ilkley Jubilee Classic Rally



My man didn't start so I didn't have a report until Rod Carter stepped up (Page 38)

**Photos Courtesy of
Tony North**

Flying Scotsman

Stuart Bankier : Berwick & DMC



We had volunteered to marshal on each of the three days of the FS and after an early finish at work on Friday we headed off to Slaley Hall where there was a group of us manning the MTC In. It was a lovely evening and there was plenty to look at. One crew with a Frazer Nash had the floor out of the car and you could see the clutch and the propshaft running to a chain driven axle –four chains – one for reverse and the other three for forward gears. Half way down the propshaft was the dynamo with a belt drive. All very interesting for the technically minded. There were quite a few entries with

northern connections: Keith Wickham / Brian Spearman 1924 Rolls Royce Boat Tailed Roadster, Bob Cook / Geoff Morson 1937 Chevrolet Coupe, Charles Graves / Ron Palmer 1937 Bentley Derby, Paul Crosby / Ali Procter 1939 MG TB supercharged, Keith Graham / Susan Hoffman 1935 Bentley Derby VDP, Oliver Wickham / Sophie Wickham 1948 MG TC and Robert Fountain / Fraser Fountain 1936 Aston Martin two litre special. Those with long memories might remember Bob Cook throwing a Rover SD1 around in the forest in 1980s whilst his navigator is one of the ace Durham autotesters.

On Saturday we started off manning a regularity intermediate control in Kershope Forest not far from Newcastleton. Some crews were travelling quite quickly and lots of cars missed the (obvious) entrance to the forest so we had quite a few cars coming together. We then headed off to a quiet glen above Gatehouse of Fleet, 80 miles further west, where we did another intermediate regularity in glorious sunshine – not even a slight breeze. The first car was about 15.30 and at one point a walker came along and chatted about the cars and he explained that he had an AC Cobra – he looked familiar to me and I soon realised that our walker was Martin Shaw (The Professionals and George Gently). He watched a few cars with us and then wandered off down the road and watched for another half an hour or so. Everything was running pretty well to schedule but we then had a two hour drive north to our overnight accommodation near Ayr along the twistiest B road I have been along for a while.

Sunday saw us on another intermediate control near Ardrossan which was just a bit too exciting to start with. Just as the first car was due we had a procession of large vehicles heading off at more or less minute intervals the wrong direction along a very narrow and twisty yellow. The vehicles included an artic and three tractor and (very smelly) trailer units and they were wider than the road. Chaos ensued and the first few cars lost varying degrees of time and unfortunately Paul Crosby/Ali Procter (MG) lost the most – nearly a minute which wrecked any chances of winning. After that things quietened down until the Police arrived as they had received a complaint about cars driving too fast – well if they were they certainly weren't going as fast as the slurry tankers and trailers ! We then headed north to Strathallan Castle (near Gleneagles) and marshalled mid test which was very good – nice wide open bit of slippery gravel with a few cones. Full marks to the “youngsters” who finished third in a 1933 Fraser Nash TT Replica, Theo Hunt/James Galliver, as they were trying very hard everywhere and as Siobhan said judging from their tweeds and brogues that was their everyday attire.

I couldn't bring Siobhan home without visiting Gleneagles even if we only used the “facilities” – at £ 7 a pint there were not many folk going to get drunk !. A quick pit stop at my mother in laws in Fife on the way home for a coffee saw us back home by 22.00 – great weekend – 640 miles in the old Fiesta and lots of good driving experience for young Siobhan.

Stuart Bankier : Berwick & DMC



FLYING SCOTSMAN

2019
BRITAIN'S PREMIER VINTAGE RALLY



*Photos Courtesy of
Tony North*



YORK MOTOR CLUB



North Yorkshire Classic

Saturday 23rd/Sunday 24th March 2019



Ian Mitchell : Ilkley & DMC

York MC chose the weekend of the 23rd- 24th of March for the tenth running of their popular event, which was the second round of 2019 Motorsport News HRCR championship. The club had taken the brave decision to vary the usual single day format. Perhaps influenced by the massively successful Devils Own, the NYC was to start late in the Saturday afternoon run well into the darkness of Saturday evening before restarting on Sunday morning to finish in time for a late Sunday Lunch. Was this a good idea? do the Historic crews really like rallying in the dark? Well I for one do and a total of 48 Crews thought so too.

The Start was at the excellent Hawkhill near Easingwold and the whole route was on Map 100 covering 13 Tests and 120 miles of regularities. Reverse seeding for the first day was another innovation, the thinking being the novices would perhaps see some of Regularity 3 in daylight. It also helped to keep the event tighter on the road with the masters unlikely to be troubling OTL and letting the Marshals get home quicker.

The event got underway at 15.00 and went straight to Regularity 1 a fairly short one avoiding blackspots and utilising the white through Oulston. John Haygarth and Bob Hargreaves came out best with 4 seconds over the three controls. Tests 1 at Cold Harbour Farm followed with John throwing the Orange Kadett around fastest to stay ahead of the closely following pack. The popular Tholthorpe Airfield held three tests, with lots of cones and particularly tight one around a Barn to cope with. Stephen Owens and I deliberately elected to keep the speed down and make sure we got the route right, I have to say I'm never keen tight 'Autotesty' tests, I prefer faster more open ones. Previous winners Darell and Nicki Staniforth made best use of their rapid Mini Cooper S to take the lead after test 4.

Regularity 2 headed south east towards Aldwark and past Linton on Ouse Airfield, used a NAM layby off the A19 before heading back north over some well surfaced whites to finish near Huby after 5 IRTC's and a number of speed changes. Howard Warren and Iain Tullie being the class of the field with just 8 seconds dropped. Three more tests around the edge of the Airfield at Eastmoor brought the Rally to the Tea Halt at Stillington where the excellent 2 Jays catering served us all a hearty meal of Pie, Peas and Mash.



Continued on Page 40
Photos Courtesy of Tony North

North Yorkshire Classic Rally **Continued from page 39**

Just what you need when you have a long regularity to bounce around..... there were no ill affects that I'm aware of though. Regularity three was the one many had been waiting for, there is just something special about road rallying at night, even if the speeds are kept deliberately low. The format was initially to pass the entrance to various farms, which created a few questions as it could have been read two ways, a black spot amendment clarifying this. There were a few large penalties over the 9 IRTC's, with the route to IRTC 3.3 obviously catching a few out. Our own run was livened up a bit when we inexplicably missed a slot right after 3.7 unexpectedly arriving in the village of Crayke, returning to the route to find ourselves behind Mark Turner and Mathew Vokes, so at least 3 minutes down. A pretty rapid run around Lanes recently used on Malton MC's Ryemoor Trophy Rally saw us arrive into IRTC 3.8, 9 seconds early!! We were closely followed by Car 18 the Volvo P1800 of Phillip Wood and Kelvin Phillips, who were victims of IRTC3.3 and must have had their own Tour of Yorkshire for ten minutes. Nicki Staniforth apparently also missed the same slot, but confessed she had been worrying if Andy Pullan was warm enough whilst manning IRTC 3.7!! The huge experience of Howard Warren and Iain Tullie came to the fore again with them winning Reg 3 on just 24 seconds, Richard Isherwood, Ian Canavan were joint second with up and coming Ken and Sarah Binstead on 26. Over-all leaders though after the closely fought first leg were the ever-consistent Thomas and Roger Bricknell in the Golf.

The Crews reassembled back at Hawkhill for an 8.30 start and seeded on the results of Saturday. Back to the tight barn at Tholthorpe and a long test which combined two from Saturday, over 35 cones to dodge and a test maximum of five minutes, you really did not want to get that wrong. I was glad to come out correctly, even if we did drop over 40 seconds to the still flying Kadett of Haygarth, Hargreaves who were joint fastest on 3.21 equalling Clive and Anji Martin in the Escort. A new venue at a Grain store near Raskelf was next then a repeat of Cold Harbour Farm test, leading crews to the start of regularity 4. A long winding route through the lovely countryside near Yorkshire's White Horse finishing at the top of the steep bank as the crews temporarily left the low lands of the Vale of York. The view from up there is stunning but there was little time for the navigators to see it as they juggled with maps, trips, clocks and speed tables across the five controls. Martin Phaff navigating his Lancia Fulvia with Touring Car ace Adam Morgan at the wheel, aced this one with just 13 seconds, 9 of them at the first control.

Regularity five was billed as a Yorkshirelarity a clever mixture of route descriptions, mileages and timing by speed tables. Starting in a layby off the busy A172 the first slot was important, if you turned a tenth too early you missed an RC. Dropping back down the steep Wass bank the route took in Wass village before climbing back up on to the moorland and using the triangle near Amplethorpe, the sting in the tail was at the final control found by taking a rough track looping around some trees and avoiding a pair of chevrons on the main road.

A pleasant Tea halt at Gilling East came before Regularity 6, CoC Roger Burkill had a subtle trick up his sleeve here with the reg starting on a white but noted as coloured roads only (after leaving the village). 15 Crews took the white down to the B road then headed north to go cross roads right on a yellow, missing the shorter white loop, partially obscured by writing on the map, but still in the village. The RC on the loop was the downfall of Thomas and Roger Bricknell who's potentially winning run was over after this. Regularity 7 started near Castle Howard and took the Cars south down the long straight towards the Obelisk at a steady pace. Nobody took off over the yumps as they might have forty years ago!. Turning east near Coneysthorpe the route dodged around Sherrif Hutton and finished on the Airfield at East Moor, where there were two more tests to negotiate before heading back to the Hawkhill for an excellent Carvery dinner. The final results showed Darrell and Nicky Staniforth were just 21 seconds ahead of John Haygarth and Bob Hargreaves, with Howard Warren and Iain Tullie just over a minute further back. Peter and Douglas Humphrey took 4th and first experts in their Mini with Ken and Sarah Binstead first novices.

I think most agreed the 2019 North Yorkshire Classic had been very successful and all credit to Roger and his team for taking the initiative and varying from the safe option of single day rallies.



Malcolm Wilsons interest in rallying began in the 1960s on "Peak Revs " Rally

As I was born on 2nd February 1947 I was desperately waiting for my 17th birthday on 2nd Feb 1964 so I could finally get behind the steering wheel of the family Ford Anglia 105e on public roads. Therefore this meant sitting in the driver's seat at 5 minutes to midnight with a very tolerant dad watching the seconds tick by until midnight finally arrived.

Passing my test 3 months later I was of course willing to collect grandmas, aunties, neighbours and even people who didn't want collected just so that I had an excuse to drive the car, putting flowers on relations graves was another task I willingly volunteered for.

Motorsport mainly consisted of navigating for various West Cumberland Motor Club members or marshalling on any events that were happening. I marshalled on Motoring News championship rallies and other night rallies up in remote areas like Hardknott pass or Bewcastle as well as the RAC and the Gulf Oil forest rallies in Kielder, Newcastleton and other places that were to become favourite areas of mine for the next couple of decades.

Some of the drivers I navigated for were kind enough even to loan me their cars to drive in a few club events, Gordon Richardson lent me his driving school mini for autotests at Silloth aerodrome, Bert Lowry lent me his VW Variant for autocross events the club held occasionally at Stargill farm near Oily Johnie's pub at Winscales moor and Simon Martins dad Bob was kind enough to lend me his VW Beetle at an autocross near the Metal Bridge just before Gret-na Green. On reflection it was amazing just how kind people were to me being a young very keen enthusiast with not a lot of money, I will be eternally grateful to all those who were kind to me in so many ways.

I continued to navigate on many events as well as persuading my dad to compete in Motorsport in his Cortina CAO777B on navigational rallies and a few 12 cars some of which were organised by a newly formed motor club in West Cumbria named the United Steels Social Organisation Motor Club or USSO for short. This club gained lots of members rapidly after its formation because big discounts had been obtained for car parts from the Co-op garage at Brayton near Aspatria for tyres, oils and other new parts. When the coop garage closed these parts were available from Ken Wilson, Malcolm Wilson's dad at Branthwaite who also had a vehicle dismantlers business.

These circumstances were to prove absolutely pivotal In Motorsport not just in West Cumbria but it was the beginning of an era not only in local Motorsport but worldwide Motorsport for future years.

Many of us West Cumbrians were members of both clubs primarily because well over 10,000 people worked for various United Steel Company businesses among them being Workington steelworks, Chapel Bank engineering and foundry, Ogden and Lawsons brass foundry, Lowca coke ovens, Rowrah quarries, Beckermeth and Florence ore mines as well as Micklam brickworks and Workington docks all these owned by the same company, all located in West Cumbria.

Inter branch events against other USSO companies saw us competing in Lincolnshire and other areas of the country, making many new friends and gave us a chance seeing how other events were organised.

A downturn in the steel industry in 1967/8 saw redundancies in the company amongst those being made redundant were all the apprentices who had just completed their apprenticeships that year, this included me having just finished my apprenticeship as a structural plater.

United Steel company offered quite a number of us from various trades jobs at their Scunthorpe plants so myself along with others accepted jobs there and some of us we went to work at Scunthorpe. A few of us traveled in my first car which was a left hand drive VW Beetle dating from 1947/8 with a split rear window bought for me for £15 by my grandma as a present. I didn't realise it at the time but this was one of the first cars built after the war and are worth a lot of money these days, I just wanted a better car but that first one gave me great service and I sold it to Andrew Ferguson of Whitehaven I believe, I think its reg number in this country was 366MPT it had been brought back by a serviceman from Germany. This forced change of job when I look back opened many new avenues in my life and certainly widened my Motorsport involvement in a big way.

Having a reasonable job and no ties I answered an advert in Motoring News which was the motoring publication of the time read avidly every Thursday by everyone, no internet in those days, no eBay or anything similar. MN as it was known catered for every form of Motorsport and ran the countrys premier rally championship, its rival Autosport catered mainly for racing cars and race meetings with our nearest circuits being Croft over 100 miles away and Oulton Park about 140 miles away I wasn't really interested in circuit racing.

An advert in MN for a navigator to contest some Motoring News championship rallies from a guy called a Bill Banks in Kirton Lyndsey Lincolnshire about 15 miles from my digs saw me answering the advert and me having some interesting evenings building a rather unusual rally car which was an Austin A40 Farina with a highly tuned 1293 cc A series engine, roll cage, 5.5j wheels, Goodyear Ultragrip tyres etc, this was our steed that we prepared to do a few MN rallies.



Peak Revs Rally & More

Continued from page 41

Looking back the John Aley roll cage was the most useful bit of kit, not only could you stuff maps between it and the roof to store them but we tested it out several times in incidents it was ultimately designed for in the 12 month period we rallied together.

Bill was a university friend of Andy Dawson later to become team manager of the works Datsun rally team and we stayed at Andy's house or rather his parents rather grand house at Cheltenham before doing the Rallye Bristowe where I believe we first tested out the roll cage. Repairing the car seemed to be a regular feature taking up many evenings at his distinctive home where his parents had an old style windmill and were grain merchants.

Rallies in Lincolnshire saw us on some roads and tracks between the dykes I remembered from the USSO rallies but dykes in Lincolnshire are not hedges as in Cumbria but are more like small canals or very big drainages ditches, so big in fact an off here could mean the car ended up submerged under a few feet of water. Lincolnshire is very flat there are no hedges to prevent you going into the rivers or dykes so accurate map reading here is essential in a quick car. Occasionally people drowned in these ditches at times.

A trip to Wales for another MN rally this time Ludlow Castle motor clubs "Peak Revs" rally was a very memorable weekend, I thought this was a great name for a rally so marked another milestone in my Motorsport history file. I can't remember if it was this rally or another in Lincolnshire that was the terminal event for the hard pressed A40 but rolling it end over end several times rather than sideways as was the normal procedure down a narrow country lane wrote the car off good and proper as far as rallying was concerned.

Not wishing to waste what was left of the car we decided to go grass track racing or banger racing at Lincoln and this was a revelation. Here you got paid start money and cash for each podium place you managed in every heat so with Bill and I sharing the car we came home in profit on some occasions. Anyone who had an RAC comp licence wasn't allowed to compete in non RAC events so Keith Cumberland was probably one of the those driving in those events.

We made friends with some US Airforce radar personnel who were stationed near RAF Conningsby not far from Kirton Lindsey and their remote building near the airfield was a great place for them to build their grass track racers. This form of racing is really a contact sport meant to please the vast crowds it attracted. Inevitably when many cars had been smashed up they littered the track and passage could be totally blocked, it was rather like taking a car to one of those car crushers at a scrapyard but not getting out before the operator started the crusher working. The little nimble A40 was very quick and maneuverable but was eventually trashed by a big MK9 Jag with steel channel bumpers. When the remains of the car were trailered back to Kirton Lindsey it was in a sorry state but it had provided a lot of fun and through it I had gained a lot of experience.

About the same time as this I received a job offer from the fabrication shop at the Distington Engineering works of the steel company in Workington so I moved back to Cumbria, most of the other people already having returned as they hadn't made friends as I had done.

I took on the job of comp sec of the WCMC and decided to organise a very competitive night rally rather like the ones I had been competing in rather than the tricky navigational rallies that were the norm up here at the time. I was planning to use farm tracks, white roads, airfields and quarries plus a few twisty remote roads such as over Caldbeck, Sandale, Coldfell, all timed to the second just as some of the fantastic rallies had done that I had competed in the previous year. Controls would be clearly defined by map references, no complicated navigation, the winning car would be the fastest over the special stages or "Selectives" incurring no road penalties. This rally would be called the "Peak Revs" rally, the title indicating exactly what the rally format was intended to be.

Permits were applied for, permission was given by landowners, houses on the route were visited, as it was to take place at night, Watson garage at Waverton agreed to open specially as I had navigated for the owner Wilson Watson in his Lotus Cortina previously.

Entry forms were circulated to all local clubs of those days, some of course no longer exist these days. Those circulated were, 750 motor club, Cumberland Sporting car club, Furness and district, Hexham, Wigton and others who had competitive members, Wigton motor club had several really competitive members among them Peter Huntington whose family owned a garage and Brian Fearon of Fearon's Flowers.

Elaine Graham a great friend of mine, was made rally secretary because they had a telephone in their house so she was an ideal choice as not that many people other than businesses had phones in those days. She was the daughter of Ron Graham a prominent WCMC member who was another local driving instructor, certainly mobile phones and the internet were many decades away.

Many of you will know Elaine, she and her husband Michael Burns have run their kitchen and bedroom furnishing business "Modern Homes" in Workington and also in Spain for many years now, previously they had Burns' pet shop in Central Square Workington and Elaine had a bridal shop for a while.

Entries poured in and we had one of the biggest number of cars starting that first rally than we ever imagined, we were overwhelmed and more than a bit apprehensive I have to say.

Continued on Page 43

Peak Revs Rally & More

Continued from page 42

I did the opening car in my recently acquired Downton tuned Mini Cooper CAO629B, Elaine in the passenger seat and a very young kid from Branthwaite sitting in the back seat, that kids name was Malcolm Wilson, no doubt you will definitely have heard that name before, it was his first real taste of rallying and he loved it.

A fantastic number of people turned out to marshal throughout the night or competed in the rally, many competitors from those days are still involved in Motorsport in one way or another, Russel Grant, Charles Graves, Eddie Farrell, Bob Martin, Ron Palmer, Robin Murray, Edwin Cook, Harry Moody, Pearl Wilson, John Taylor, Eric Atkinson, (East Rd garage) John Hunter, Alan Smith, Ernie Harrison, Robert Gate are just a few that immediately spring to mind.

As opening car I was running 15 mins ahead of the first car setting the marshals clocks at each control but my car developed a slight misfire that got progressively worse so keeping ahead of the first car was becoming increasingly difficult. I managed to get to the halfway petrol halt but only just ahead of the first car but I realised as my car got worse this could not be kept up.

Fortunately, at Watsons garage a guy called John Harkness from Carlisle had turned up in his 1293 cc Cooper S just to spectate still in his slippers, he was a very quick driver and promptly agreed to take me to do the opening car so I abandoned Elaine and young Malcom at the garage much to Malcolm's disappointment and John and I made it to the finish without further problems. It later turned out that my car had burnt out an inlet valve.

Most of the trophies for winning events were donated by generous members of the club or by descendants as memorial trophies; the Sinclair cup and the Arthur Brown Trophy were two I remember. I had decided I wanted something with a bit more competition history so I wrote to the competition manager at Boreham in Essex where Ford works cars were built and asked for a component from a works car. I received a letter from Fords competition manager with a gear cog which he said was an uprated higher ratio 2nd gear cog from Roger Clarks Monte Carlo Cortina GT. The first production Cortina's had a low 2nd gear this was modified very quickly in production cars but the "works cars" had pre production up rated higher 2nd gears fitted, I had this gear cog suitably mounted and called it the "Roger Clark Ford Trophy".

The rally was a great success and other rallies used a similar format for night rallies until the police started using radar or following rally cars over the "competitive" sections. Hardknott and Wrynose passes were favourite sections but occasionally sheep were killed and one farmer in particular started putting rocks in the road just over a blind brow near Ulpha so issues like this signalled the end of an era, rallying changed again and moved on to using the forestry roads which were readily available at the time for reasonable cost. The reasonable cost probably lasted another decade before charges were really hiked up and stately home owners and forestry companies started charging spectators serious money to spectate.

In the early days, cars didn't do too much damage to the forestry tracks. I was car 220 on the 1974 RAC and conditions weren't too bad at all even after the passage of 250 cars on those RAC rallies.

The advent of 4 wheel drive cars and tyres with a really aggressive tread plus lots of power can now destroy the roads after the passage of only 10 cars. Isn't it time for a rethink limiting tyre choice and perhaps tyre width. What to do about 4 wheel drive is another totally different question, obviously many 4 wheel drive cars have been built at great cost therefore banning 4 wheel drive would decrease their value immensely making them virtually unusable and unsaleable so not an easy or likely decision, rallies are used by manufacturers to develop better systems so I don't know what will happen in the future as I haven't a crystal ball.

It's a great pity but forest rallying in a competitive car isn't affordable for the average clubman any more and with legislation stacked up against petrol and diesel engined vehicles watching silent electric cars won't appeal to the masses I'm sure. Many sprint hillclimbs won't accept electric cars because if one is involved in an accident it has to be quarantined, only specialist marshals with intensive training can touch them so it can mean a meeting being abandoned hence the refusal to accept their entries so surely electric cars can not have any chance of helping the average clubman to compete in motorsport.

Who knows what will happen in the next 20 or 40 years, it certainly doesn't appear as things are at the moment to be bringing the same amount of fun affordable to ordinary people as I have had but I hope I can be proved wrong as motorsport has given untold pleasure to a great many people and provided countless jobs over many decades.

This country has been at the pinnacle of world motorsport in every type of racing, rallying and rallycross. One of the top people in this ultra competitive sport has excelled as a driver, team manager, innovator and job creator this being Malcolm Wilson of course. It has been a pleasure and privilege to have known him from an early age watching his sheer doggedness and determination succeed against all odds, still pursuing excellence, developing and expanding.

I just don't know how he keeps it up but best wishes to him, its individuals like Malcolm we need to overcome seemingly impossible odds and drive motorsport into the future.

Keith Thomas

obp Motorsport Retro Rallycross Championship at Lydden Hill

Wigan racer Tony Lynch fought hard on track to secure a second straight podium finish in round two of the obp Motorsport Retro Rallycross Championship at Lydden Hill.

Tony made the long trip to the spiritual home of rallycross in Kent looking to build on a solid third place finish in the opening round of the campaign at Silverstone, which marked his debut in the series with his Team Geriatric-run Toyota MR2.

With Lydden Hill being a circuit that favours more powerful cars, Tony was prepared for a challenging weekend on track and things didn't start well in the opening heat when a spin whilst fighting for position resulted in a DNF. Fifth place amongst the Retro runners in heat two and sixth in heat three allowed Tony to make it through the semi-finals, where a second place finish ensured he would make it through to the all-important final.

Running alongside the Super Retro cars, Tony stayed out of trouble and saw off the challenge of the Ford Escort of Simon Hart to secure a solid third place overall and second amongst the Retro class cars.

It leaves Tony well placed in the standings ahead of the third and fourth rounds of the year at Pembrey in South Wales in late June.

"We were ready for a struggle at Lydden Hill because it's a power circuit, and that is one thing we lack a bit at the moment," he said. "We could see in practice that it was going to be a tough day and then I didn't help things in the first heat when I made a bit of a silly move around the outside on the loose part of the circuit that resulted in a spin.

"From there, we had to fight hard to make it into the semi-finals and when we then made it to the final, it was all about just trying to get as many points from it as we could.

"To be honest, I didn't expect to come away from it with a podium finish and we're under no illusions that we benefitted from the misfortune of others to take second place, but you've got to be there at the finish when it matters.

"With some time ahead of Pembrey, we're working hard now to secure the support we need to push ahead with some of the improvements we want to carry out to the car, and hopefully we'll be able to get that work done and come out fighting in Wales."



FOR SALE:



Due to the change of programme for 2019 and the move to Retro Rallycross, Team Geriatric is able to offer for sale the Ford KA that it has used in recent years.

The KA carried Tony Lynch to the [British Rallycross Championship](#) Supernational title in 2016 and the [BTRDA Clubmans Rallycross Championship](#) Supermodified crown last year - securing multiple wins in both series and showing itself as one of the few cars in the UK capable of challenging the likes of the Renault Clio and Lotus Exige that dominate the class.

The car has been maintained to the highest standards and has undergone extensive work during its time with the team – making it arguably one of the most competitive rallycross cars currently available for sale in the UK.

Spec:

- **New for 2018....**

Julian Godfrey 2.3l Duratec Engine

- Pectel SQ6 ECU Launch Control
- Body by Paul WaldröN Motorsport
- Fully rose jointed
- Rear Beam
- Fully rebuilt Hewland sequential 6 speed gearbox
3 way adjustable suspension all round, fully rebuilt by Reiger
- Spares Package – including 12 wheels and tyres
- Full set of body moulds

Interested parties can contact Tony for more information on 07813 579435

Three kids, all successful, agreed to a Sunday dinner to honour their Parents being together for 50 years

"Happy Anniversary Mom and Dad," gushed Son No. 1. "Sorry I'm running late. I had an emergency at the hospital with a patient, you know how it is, and I didn't have time to get you a gift."

"Not to worry," said the father. "Important thing is we're all together today."

Son No. 2 arrived. "You and Mom look great, Dad. I just flew in from LA between depositions and didn't have time to shop for you."

"It's nothing," said the father. "We're glad you were able to come."

Just then the daughter arrived.

"Hello and happy anniversary! Sorry, but my boss is sending me out of town and I was really busy packing so I didn't have time to get you anything."

After they had finished dessert, the father said, "There's something your mother and I have wanted to tell you for a long time. "You see, we were really poor, but we managed to send each of you to college. Through the years your mother and I knew we loved each other very much, but we just never found the time to get married."

The three children gasped and said,

"WHAT? You mean we're bastards?"

"Yep", said the father,

"Cheap ones too..."

Thursday 2nd May **Inter-Club Quiz**



hosted by

Pendle DMC

Earby Cricket Club

William St,

Earby,

Barnoldswick

BB18 6NN

Pie & peas supper

8:00 for 8:30

Warrington & DMC

Wern Ddu PCA

7th April

After a few much cleaner months the first of Warrington District Motor Club's PCA's at Wern Ddu Quarry near Ruthin was held on the 7th of April. Following on from the success of the events last year the entry list for the first round filled up straight away, with there being a full entry of 45 drivers and around 20 cars. This came as no surprise seen as the events had been becoming increasingly popular over the latter months of 2018, growing to the size they are now from the much more modest early days of 10-15 entries back when the auto-tests first began. The format has remained relatively the same for this year, the main difference on this occasion was that it for once stayed dry before and during the event, a positive change from the usual torrential downpour's competitors have become used to.

The entry remained a similar mix of cars to that of previous events; countless Nissan Micra's, a handful of Mazda MX5's and then a broad range of anything else with four wheels from a diesel Seat Ibiza to a BMW 3 series saloon. The PCA's are run in a way that allows both members of the team to drive if wanted, with most pairs taking it in turns to drive the tests. The exception being crews in which the passenger/navigator is unable to, or doesn't wish to drive. One of the main things that has encouraged people at all levels to join in is the ability for those without a driving licence to compete, providing that their navigator does. This has allowed younger drivers, anybody from 14 upwards, to get a feel for driving in a controlled environment whilst still being able to compete against the clock.

After the foreseeable death of our 'well-used' Nissan Micra from last year we had a BMW 316i for the first event of this year. Other than some under guarding and some chunky off-road tyres our car wasn't anything too extravagant, almost halfway between some of the completely standard road cars and properly prepared targa and/or road rally prepared cars being used. Despite all being well after the first few runs of the days, our 'Ultimate driving machine' changed its mind about running after its 4th run (2 runs x 2 drivers) of the day, splitting its header tank in half whilst supposedly running at the usual temperature all morning. Too tenacious to call it a day a quick drive back home, just the 35 miles each way, to pick up a spare off of a friend's cars and by lunchtime our BMW was back to full health.

Once the test had been rearranged and extended for the afternoon route, we were all back to it again enjoying the rough, muddy conditions in the quarry, and doing our best to make it around without damaging anything underneath as each crew's car continued to cut tracks into the gravel. Although the tests were on the bumpy side, at the end of the day the vast majority of the cars had survived the conditions – some of those with MOT's and insurance even being driven straight home afterwards!

As the day drew in and the last few crews finished their final runs the team at Warrington motor club finalised the times and put together the list of winners, with awards being presented for 1st Overall and then 1st, 2nd and 3rd in each class. Overall, it was a thoroughly enjoyable day for all involved, with thanks to the organisers who spend weeks on end organising these events. The next event to be held will be the 26th May 2019, and following that there will be a two-day event on the 13-14th of July. For any information, details or if you wish to get involved just search for Wern Ddu Quarry PCA's on Facebook and join the group, or alternatively search for www.warringtondmc.com online.

Jonny Kennedy : Warrington & DMC



Airedale & Pennine MCC

April PCA

Not the usual high turnout for the first of our summer production car autotest series due to several date clashes but some excellent technical performances nonetheless from our regular competitors.

Decent weather was a good feature, bright sunlight most of the time but chilly in the slight breeze, especially for us two who were timing for the whole event. We are usually up against the deadline of getting about fifteen competitors through fifteen tests before the pub landlord wants his car park back but with a diminished entry we could set tight and demanding tests that took rather longer than usual and which required the drivers to pay close attention to the line they took between cones.

The rear wheel drive MX5 was most spectacular on the loose and gravelly surface of slightly deteriorated tarmac, sending a spray of little stones at every corner. I think a day of patching up the car park is called for.

Our resident learner driver recently passed her theory test so put her knowledge into practice by hurtling her very own Ford Ka into fourth place. That may not go down quite as well for the driving test examiner. Having competed for three years now we are all looking forward to her getting a full licence so she, whilst still seventeen, can take her younger brother and sister out as autotest passengers.

We later enjoyed splendid food, as ever and a good sociable time in the Rock and Heifer afterwards with results available immediately from a rather clever program devised by our home grown computer wizard.

Check the website for results.

John Rhodes : Airedale & Pennine MCC



Ivinghoe Trial 2019

Hoppe takes his form into the new season

Falcon Motor Club again organising it's Ivinghoe Spring Trial at Ivinghoe Aston, which is about five miles west of Dunstable on the A489.

The venue is made up of grassy hills and is generally non-damaging to competitors cars, it does however have sufficient gradient to present challenges to all levels of driver skill.

This event is always well supported

Mark Hoppe continued his championship winning form of last year at the first event of the season to win the Ivinghoe Car Trial for the first time.

Extremely dry conditions saw Hoppe and Dave Oliver still clear at lunchtime, but a bumpy section just after saw Hoppe take the initiative after Oliver's Imp failed at a costly nine post.

Hoppe won the rear wheel drive class by six in the end which proved enough for overall. Garry Preston won the front wheel drive class, making no mistakes all day, to beat Colin Reid by nine points and take second overall with Rupert North a few points back in third.

Meanwhile in the new car class Trevor Moffatt opened a decisive lead to complete the podium overall from Barrie Parker with veteran John Wadsworth third.

Results

Mark Hoppe,	Dutton Melos,	73
Garry Preston,	Fiat 127,	86
Trevor Moffatt,	Vauxhall Corsa,	91
Colin Reid,	VW Golf GTi,	106
Dave Oliver,	Hillman Imp,	121
Rupert North,	Rover Mini,	133
Barrie Parker,	Fiat Cinquento,	136
Neil Mackay,	Fiat Panda,	150
Steve Courts,	Hillman Imp,	161
John Wadsworth,	Ford KA,	180



John Rhodes : Airedale & Pennine MCC

Gemini Communications



May 11th

Plains Rally

North Wales

Knutsford & DMC

May 12th

John Overend

Melbourne

North Humberside MC

30th June

Envile Stages

Anglesey

Warrington & DMC

7th July

Greystoke Stages

Greystoke

West Cumbria & Eden Valley

August 18th

Gareth Hall

Trawsfynydd

Bala & DMC

2nd November

Neil Howard

Oulton Park

Bolton-le-Moors CC

17 November

Cadwell Stages

Cadwell Park

North Humberside MC

23 / 24th November

Glyn Memorial

Anglesey

C&A MC

23rd November

Hall Trophy

Blyton

Clitheroe & DMC

1 - 6 October

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



Getting Bad Reception

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

Get one of our 30 foot pull up Telescopic Masts, Masts and Antenna's Always in Stock

Just ask Bill for details
Mob 07973 830 705

w.wilmer@btinternet.com

BIKE RIDES



Welcome to the 2019 Bike Ride Events

Good Expenses Paid for Route Marshal's

This is to welcome, advise, remind and invite you to help with marshalling cover on this years events, but firstly I would like to thank everyone who has helped on the Rides over the years.

Listed left is our 2019 calendar with just two events confirmed to run at this time but with another two events in the pipeline which I will advise you of once they are confirmed.

If you can help please email me that you have received this along with which events you can assist us on.

Bike Events makes cycling enjoyable for everyone - we've been running rides for some 30 years and are the UK's biggest organiser of fund-raising and recreational cycle rides.



Golden Microphone Trophy 2019

Following Warcop Stages

O/A	Call Sign	Operator	Score
=1	G 14	ADRIAN LLOYD	38 points
..	G 23	IAN DAVIES	38 points
=3	G 38	SEAN ROBERTSON	29 points
..	G 25	CHRIS WOODCOCK	29 points
..	G 55	STEVE BROADBENT	29 points
..	G 62	COLIN EVANS	29 points
7	G 01	BILL WILMER	28 points
8	G 50	DAVID PEAKER	20 points
=9	G 11	MARK WILKINSON	19 points
..	G 37	JERMAINE JACKSON	19 points
..	G 56	TONY JONES	19 points
=12	G 02	GRAHAM COOKSON	10 points
..	G 06	DAVE CROSBY	10 points
..	G 17	ROBIN MORTIBOYS	10 points
..	G 59	MAURICE ELLISON	10 points
..	G 64	DAVID BELL	10 points
..	G 65	BRIAN EATON	10 points
..	G 33	JOHN ELLIS	10 points
..	G 51	GERRY MORRIS	10 points
=20	G 70	DAVID MAINPRICE	9 points
..	G 07	TONY & AVRIL LEE	9 points
..	G 26	MARK DICKENSON	9 points
..	G 53	TOM & VICKY MERCER	9 points
..	G 03	LES FRAGLE	9 points
..	G 04	IAN WINTERBURN	9 points
..	G 52	STEVE LEWIS	9 points
..	G 16	WILLIAM & DAVE O'BRIEN	9 points
..	G 13	STUART DICKENSON	9 points
..	G 21	DEREK BEDSON	9 points
..	G 48	PETER LANGTREE	9 points
=31	G 24	PAUL HENRY	5 points
..	G 28	ANDREW TAYLOR	5 points
	G 05	STEVE COOMBES	points
	G 09	KEITH LAMB	points
	G 10	BRIAN KENNEDY	points
	G 18	EVE & G FISHER	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 58	GEOFF INGRAM	points

?

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

@WALESRALLYGB
/WALESRALLYGB
#WRGB



LLANDUDNO IS THE NEW HOME FOR WALES RALLY GB

- **Service Park moves to seaside resort town**
- **Conwy County Borough Council continues its enthusiastic support**
- **World Championship brings greater economic benefits to the region**

This year's Wales Rally GB (3-6 October) will have a vibrant new home right in the heart of Llandudno on the coast of north Wales.

With enthusiastic support from Conwy County Borough Council, the popular resort town has been a regular feature in recent years by hosting official Ceremonial Starts and Finishes.

Moreover, its seaside streets made history last October when, for the very first time on the British mainland, fans witnessed the spectacle of World Championship motor sport action on closed public roads.

New for 2019, all the teams and manufacturers contesting Britain's high-profile round of the FIA World Rally Championship will be based in Llandudno for the very first time, alongside the international events busy headquarters based at Venue Cymru.

For the past six years, Wales Rally GB has been located next to the Toyota Engine Plant in Deeside, following the events revitalising switch to a new base in north Wales in 2013.

The move to Llandudno will not only allow a new town centre audience to experience the excitement of the busy pits and paddock complex, but will also generate significant economic benefits for the town's many hotels, shops and other businesses.

Furthermore the town's streets and famous promenade will be bustling with entertainment while an interactive and engaging Big Bang event will inspire the next generation of local students studying science, technology, engineering and mathematics subjects.

Motorsport UK is delighted to be bringing all the atmosphere and prestige of a World Rally Championship Service Park to Llandudno, and to create an interactive fan zone in the town centre; but at the same time we must say a massive thank you to all those at Toyota as well as our local partners in Deeside topped by Flintshire County Council for playing such a major role in helping us to re-establish the UK's round as one of the true classics on the WRC calendar, said Hugh Chambers, Chief Executive of Motorsport UK, organiser and promoter of Wales Rally GB.

As our official Host County partner, Conwy County Borough Council has also been one of the driving forces behind the events resurgence and we are now relishing the opportunity of furthering that relationship in the autumn. There are many attractions and opportunities arising from the World Championship being based in a town centre, and we will be working closely with those at the Council to create a truly memorable motor sport festival right at the heart of Llandudno.

As a long-time supporter of Wales Rally GB, Conwy County Borough Council is equally enthusiastic to see the full WRC show coming to Llandudno.

We're thrilled to once again be Host County for this prestigious event, but this year is extra special with having the World Championship based in Llandudno, said Councillor Louise Emery, Conwy County Borough Council's Cabinet Member for Economic Development. We've worked with Wales Rally GB since 2009, and each year the number of spectators the rallies attracted to Conwy County has increased, and to now have the manufacturers and teams based with us is very exciting. The worldwide media coverage that comes with this event helps put Conwy County well and truly on the map, so we welcome the opportunity to work with the rally team again, especially with the new developments.

Deputy Minister for Culture, Sport and Tourism, Lord Elis-Thomas said: Wales Rally GB is one of our flagship events which is well-established in north Wales and a vital part of an international world-series event. I'm delighted that the organisers are yet again looking at new ways of refreshing and improving the experience for visitors. This move will see Llandudno becoming a hub of activity for spectators and competitors and will create an excellent festival atmosphere during the event in October. It will also attract visitors who may be new to rallying as a spectator sport. This will be an additional boost for the town and we look forward to working with partners on new and exciting developments presented by the move.

Prospects for another thrilling Wales Rally GB are already rocketing, after the opening three rounds of this year's fiercely-fought FIA World Rally Championship in Monte Carlo, Sweden and Mexico further underlined the series' current competitiveness.

With victories and championship points being shared between the top protagonists, both the Drivers and Manufacturers title fights will be reaching their climax when the teams arrive in the UK for what is the 12th of 14 rounds on the expanded 2019 WRC calendar.

Tickets for this year's new-look Wales Rally GB will go on sale in the spring when the full competitive route is announced.



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

Altratech SMC Stages,

Anglesey 14th April 2019.

A week before Easter and the lambs are in the fields, snow on the mountain tops of Snowdonia and it's a freezing Anglesey Racing Circuit that welcomes the SMC stages to this popular venue. The venue is benefiting from more investment, most evident in the newly resurfaced paddock and new roads, hopefully nobody ignored the £100 fines for banging in a peg or stake into the newly laid surface !. The drive over is uneventful and I'm soon in the control tower and signing on with Mark Wilkinson our Gemini Controller for the day, assisted by probationer Tony Jones and also present a somewhat tanned Gemini 1. I'm allocated split junction duties for the day which means several changes of location during the event.

After picking up the appreciated marshals goodies bag there is just enough time for a quick breakfast bap / butty / sarnie and walk around the paddock before heading out to the area adjacent the circuit offices / med centre, high on the hill around Junction 20/21. As the timing of the event is tight the organisers have unusually arranged for three recovery units Crossrigg 1, Gemini and the 'new' Catseye Recovery. The latter unit has a discrete / work in progress livery and was even missed by one of its own crew members, although parked alongside the Gemini Land Rover unit !.

As I 'm not needed for the split on the first pair of stages I assume 'routine' radio duties and observe the cars through this tricky set of junctions. First car is signalled off the line by Gemini 4 (Ian & Helen Winterburn) on time at 10:00 and we follow the usual Stockport format of a pair of stages for the main field, followed by a pair of stages for the juniors. The first stage for the main field is somewhat uneventful although Car 4 has a moment at the hairpin at Junction 8/9 but restarts and Car 38 has an engine fire after the stop line. There is a short pause before the second run as the Stop line is lengthened as a sensible precaution given the speed of the cars. Stage 2 is off the mark at 10:36 and trouble is swift in coming, Car 3 limps out of the stage with the apparent loss of fifth gear and rather more dramatically Car 24 looses a wheel at Junction 8/9 a popular spot as we shall see later. To complete the drama Summit 5 calls in Car 29 stopped with a terminal misfire and the urgent need of a spill kit at Junction 4. Of the 48 original starters we now have 45 at least exiting the first pair of stages

The juniors are into their first run at 11:15 after a short delay for the introduction of a further chicane to slow them down ?. As ever these cars and their drivers are great fun to watch and the competition is intense. In the first run Car 9 has a heavy impact with one of the tyre barriers but finishes and in the end all 15 competitors safely complete both stages.

After a smart turnaround I move a couple of yards to observe and judge the split at Junction 21, an innocent flick right on the first lap and then left on the second lap and down into the Stop line, at least that's the theory. The first of the main field fire off the start line just after noon and almost immediately the radio traffic intensifies. Car 39 is first to hit trouble at the hairpin although they briefly restart only to pull off a short while later at Junction 1. Car 41 pulls or comes off the circuit around the pit lane and finally Car 51 blows the gearbox out at Junction 6, cue another spill kit request.

Continued on Page49



Radio Mutterings : Continued from Page 48

As for me the lap counting keeps me on my metal and in the end only two cars struggle with the 50:50 choice of is it left or right and 41 runners make it to the end of SS3. The next run for the main field is equally challenging and Car 2 has a big off around Junction 17 but continues with bits of front wing missing or hanging off. In the end they just about make it to Junction 19 before pulling off. As they are not in the greatest of positions a combination of marshal grunt and Crossrigg Recovery pull them clear of the stage and onto Crossrigg's trailer, cue another spill kit shout as the car deposits oil over a spotless recovery trailer !. Car 19 then blows their engine out at Junction 5/6, meaning and then there were 39 running.

The juniors are next into battle and the 50:50 split challenge. More dramatically Car 3 rolls at Junction 23, but thankfully they are soon back on their wheels and continue (thanks to Car 10 who briefly stopped at the scene, concerned as to what they came across). In Stage 3 we witness the loss of Car 5 out at Junction 23, but OK and then on Stage 4 Car 10 are unfortunately off with Summit 5 with an apparent drive shaft issue, but all of the Juniors bar one pass the 50:50 challenge.

A change of stage direction is next called for and the cars this time come off the main circuit and head straight up and into a new split, this time with two laps to the left and then a third lap right and down to the Stop line. A slight relocation is called for on my part to make sure I am safely out of the firing line and at quarter past two the action resumes with Stage 5. As the old saying goes 'practice makes perfect' or 'always listen to your co-driver' and all of the main field negotiate the split correctly and only Car 37 hits trouble and stops out at Junction 23, requiring a suspended tow. For Stage 6 it's a clean sweep as all 37 starters finish with no split offences to report, phew. The Juniors spoil my run as one of cars makes a hash of the split on the first run, although all 14 runners make it safely through the second run.

For the next pair of stages more significant stage changes are made and I relocate down towards the stage entry or exit at Junction 10, close by the windturbine. I park behind the barriers immediately opposite the split as they turn into the hairpin for the short run up to the Flying Finish. Short of parking on the live stage, it doesn't get much closer to the action than this and yet remain safe !. The stage start is delayed somewhat as the Stop line needs to be relocated to keep the cars and marshals safe and the motorsport UK Steward happy. As a consequence of lost time during the day, as changes to the stages are made and the cars recovered stages 7 and 8 prove unfortunately to be the last of the day, but they are full throttle from the very start.

Stage 7 for the main field is fast and furious with a capital F, as the cars scream past the split on Lap One and then turn sharply left off the stage immediately in front of me on Lap Two. A total of 36 cars start the first stage and Car 26 hits trouble yards before the FF and is pushed off the stage through a gap in the fence line. Car 35 then has a drive shaft go out at Junction 16 and Car 45 is off somewhere close to the pit lane. Last minute drama sees Car 51 pull off to change a wheel (as per the rules, so well done) and eventually continues as the last runner out of the stage. Almost immediately the action resumes with Stage 8 and Car 25 is reported off with Gemini 21 out at Junction 20 and then Car 28 demolishes the merge at Junction 2 and briefly blocks the stage. Unfortunately the car can't be moved far and soon fuel is reported as leaking from the stricken car. To add to the recovery list Car 49 then suffers a blown engine at Junction 5+. Phew a rather hectic pair of stages sees a total of only 32 cars in the main field make it home. The location of Car 28 and the leaking fuel prompts the Clerk of Course to call in Crossrigg 1 Recovery to move the stranded car before the final runs by the Juniors. The decision is a wise one as fuel continues to pour out of the car and once in the paddock the recovery team standby by as the car is made safe.



Continued on Page 50

The final runs for the Juniors starts at a later than planned 17:18, meaning clearly that the final pair of stages, post turnaround cannot be attempted before the event must halt. For Stage 7 all fourteen Juniors are safely in and out, a feat repeated for the final run of the day. Many thanks to the Stockport 061Motor Club team and for me it's the trek north in a week's time for the Warcop Stages on Easter Sunday

North Humberside MC

Warcop Stages Rally

Easter is upon us and for once the weather is especially warm and dry as I head north into Cumbria for the annual running of the Warcop Stages. I'm assigned radio control duties and head to the 'retreat' off Habergill Lane where Rally HQ is based just outside the mighty MOD ranges. I arrive a little after 7:15 and catch up with the rest of the Gemini Team Bill and Chris, along with Heidi.

By 07:50 the stage is ready for the motorsport UK Safety Delegate to enter the stage for the all important inspection, followed by the Spectator Safety Car, although not a spectator event. The latter role still baffles me on closed MOD property, but the apparent logic is that any crews stopped in stage become spectators later on ?. Unfortunately our delegate isn't completely happy with the stage layout of this complex and long 11 mile first pair of stages, so changes need to be made, or at least set up as per the roadbook. After the necessary alterations are made and various officials' blood pressures return to something like normal, the Zero car enters the stage at 08:20, a little later than originally scheduled.



With the thumbs up from the Zero car confirmed by Gemini 55 at the Stop line, Car 1 flies into the first stage at just after half past eight and the action begins. Almost immediately the challenging range roads begin to catch the unwary out, as Car 4 is reported off at Junction 28 by JayJay 5 and a suspended tow is called for after the pair of stages. Hardly has Bill put the microphone down before Car 6 is next reported stopped at Junction 22 with Mercury 12 with "fuel issues", the location proves a popular parking space later as we will see. Gemini 55 is next to call in with Car 12 who manages to get through the Stop line but stops with apparent radiator damage. By now the event radio log is getting fuller by the minute.

Our by now 'old friends' Mercury 12 at Junction 22 have another customer, this time in the shape of Car 36 with reported gearbox problems, another one for the growing recovery list, a busy day for sure for our two recovery teams Atlas 3 Recovery and Lake 3 Recovery. A bit like buses the radio reports just keep on coming, next we have a shout from Malton 1 at Junction 1 who report Car 51 stopped with them with unspecified mechanical issues and finally Car 45 who is found around Junction 18 via a mobile phone call to Malton 1 from marshals they know out in that area. Phew, Stage 1 is finally over with 55 cars in and a total of 50 out and ready for the repeat run. As we have had several very slow cars at the end of the field the Clerk is forced to send in the Zero car for another run through the stage due to the '20 minute' rule, before the start of the next stage.

Stage Two sees Car 1 resume the action at 09:39 and a bit like the first run the radio calls come thick and fast, somewhat surprising as the crews have had one run to familiarise themselves with the stage challenges. Car 1 hits problems out in the stage and gets to the finish with an apparent puncture. The top runners are having a mixed day and next to hit problems is Car 5 who is reported by crews at the Stop line as stopped somewhere between Junction 23 and 27. Mason 6 is next to shout as Car 37 stops at Junction 7 with "low oil pressure", followed by Car 29 another one with Malton 1 this time with a "fuel pump" issue. Car 30 pulls off not far from Car 5 and then Car 42 is identified as 'missing in stage'. A search via the radio crews eventually isolates their potential location and with the last cars into the stage the Sweeper car is asked to look out for them. Car 42 is eventually found safe and sound, more or less at Junction 23+. This time it's a total of 48 cars in and with another loss of five only 43 out.

The mammoth task of organising the multiple recoveries now begins as we shepherd Atlas 3 and Lake 3 into the stage and direct them to the various stranded cars. In the end several are reported by the radio crews as 'self recovering' through the stage and to begin with this seems like a sensible idea.

Oh how wrong could we be, as the final recoveries are made into service Atlas 3 reports that two of the self recoveries cars 5 and 36 have both now ground to a halt in a dangerous location around Junction 30a. After consultation with the Clerk we have no choice but to send both recovery units back into the stage WD from the Stop line to pick both of these cars up, losing valuable time and delaying the start of the next stage. In the end this unforeseen delay means that we must leave the very unhappy crews of cars 42 and 45 out in the stage for recovery after the next pair of stages as time has run out to affect their recovery.

After the stage turnaround changes are made a slightly shorter 9.85 mile Stage 3 starts, after a slight pause as the Zero car gets a little confused with the split !, but battle resumes at just before half past eleven and I take over radio control duties. I'm kept busy as the action does anything but lesson up. The inevitable lap calls come as several cars either misread or deliberately short cut the stage with problems. The next shout is from Ferret 4 at Junction 5 as Car 61 manages to completely flatten one of the gates and next Car 43 stops briefly with Sprite 6 to change a wheel. Mason 6 who is by now vying for 'calls of the day' with Mercury 12 reports Car 25 50m off the stage at Junction 7. Not to be left behind Malton 1 then reports Car 47 off with them at Junction 1. In the end of the 43 starters a total of 41 make it in various states to the Stop line. Incidentally Gemini 55 at the Stop is also having a busy day and after passing the closing details in a 'further' message reports a small fire with Car 43 on the Stop line which has been safely extinguished.

The rerun of the stage as SS4 starts at just after twelve noon and after losing a few more cars in between the stages, only 38 runners commence the stage. Mercury 12 has some issues with a member of the media who appears to play a game of hide and seek behind the toilet block, before they are challenged and a report passed back into rally control. Hodder 2 next calls in Car 16 who is stopped with "mechanical issues" at Junction 17 and then Car 6 stops with gearbox issues with our old pals Mercury 12 at Junction 22. Our final loss in the stage is a smoking Car 50 who pulls off with Sprite 6 at Junction 17. So with three cars stopped in this stage the recovery challenge begins all over again, not forgetting our two lost souls from the first pair of stages. To compound matters Gemini 55 and the Sweeper report a lengthening oil slick on the stage back up the stage from the FF, a legacy of earlier cars, so spill kits and a warning at the start need to be organised. With a total of seven recoveries needed to be completed the stage layout is held 'as is' for SS3 & 4 to allow the recoveries to take pace in a safe environment before a large section of the stage is reversed. Although this inevitably delays the turnaround, which itself is rather longer than planned, the action was necessary to protect the recoveries taking pace and to avoid the potential chaos of vehicles moving across two different stage layouts and directions.

After what seems an eternity the stage layout is finally changed and at just after 2pm the Safety Delegate and Spec Safety run through the altered stage, before finally letting the Zero Car back into the stage at a little after half past two for the final pair of stages. Stage 5 begins at 14:48 and is a whole lot calmer than the earlier stages. Of the 35 starters we only hear the demise of one, Car 56 who is off in one of the range ditches around Junction 9 but OK. The second and final run as Stage 6 is quickly then underway and after losing four cars between stages, 32 remaining runners enter the final challenge of the day. Repeating the experiences of Stage 5, we only lose Car 52 around Junction 30a, meaning a final tally of 30 cars make it to the end of the event. With only a couple of recoveries to complete we are soon derigging control and heading home after another challenging Warcop Stages. After a couple of weeks 'off'. It's then time to head back into North Wales for the Plains Rally and another stint as a Radio Controller.

Ian Davies
Gemini 23 / motorsport UK Radio Controller

Gemini Communications Team
www.geminicomcommunications.org.uk

On the 9th of April I had an appointment with my Consultant at Lancaster Infirmary. Everything seems to be Ok but he thinks it is too soon for me to be let out and drive myself just yet. He is going to send me another date to go and see him and he will then let me know.

If any of you have seen the video clip of Marcus Gronholm in the 2003 WRGB having a discussion with the Police as he tried to drive his car off the stage onto the public highway on only three wheels then the discussion with my consultant followed very similar lines. Doc 'You cant drive just yet with that hip' Me 'Yes but I can.' Doc 'But I am telling you you cant' Me 'But I can' Doc 'You are not listening to me - I am telling you you cant' Me 'But I can' It could have gone on like this all week so I had to capitulate - if I had had an accident and was discovered to be driving with a broken hip without the doctors permission then I wouldn't have any insurance. Then no matter who might have been to blame suddenly it would have been me. So no more marshalling just yet.

Grumpy Old Git

Still Wittering On & On & On



Not long after the Legend Fires North West Stages I received an email from a competing crew. The gist of the email was that they had thoroughly enjoyed an excellent event but were somewhat disappointed to have been given a penalty for early arrival at a stage arrival control.

At one ATC they parked up before the board and awaited their due time. The road was narrow. Along came another competitor that wanted to go straight into the control (they were late after a visit to service). There was insufficient room for one car to pass the other so the car at the front pulled forward a little (passing the arrival board) to allow the other car into the control. When they then approached the ATC the marshal gave them the time that they first passed the ATC board when allowing the other competitor to pass them - 3 minutes earlier than they required and earning them a penalty for early arrival.

They failed to notice that the time given was different to the one they had asked for and therefor not thinking that they had received a penalty didn't query it with 1) the marshal 2) at the next card collection point 3) when results went provisional. They only discovered the penalty after the results went final. The 'injured' crew wanted to know the opinions of other competitors regarding the sighting of controls on narrow roads that might result in others incurring similar undue penalties. I wrote back in my usual diplomatic style (a totally unfair and harsh criticism of them) saying that they were responsible for the times that were entered on their time card and if they didn't agree with the time given by a marshal then there were several opportunities to get that time rectified before the results went final. I was perhaps a little over harsh (OK a lot). (I have apologised for my initial response)

The thing is, despite what the Blue Book says and despite there being loads of training courses for marshals to attend, a lot of marshals do things differently (some are 'Jobsworths' and others let competitors get away with murder) there is a certain lack of consistency and to compound the matter a lot of Co-drivers have not got a clue what time they want when they get to an ATC, nor do they seem to appreciate that the poor old marshal has other crews to deal with as well as them and he/she is probably freezing to death and dying for a pee whilst the co-driver prats around. And whilst on the subject of prattling co-drivers - why are they like No9 buses - You always get a group of them all together and at once (and its not just stage rallies - its nearly as bad on road rallies). Which then leads the poor marshal to treat almost all stage co-drivers as thick and stupid - they don't get referred to as bags of spuds for nothing

Having now upset half the Co-Drivers and Navigators, plus most Marshals I still have not got round to dealing with the concerns of the crew that did get the penalty. What they were asking was 'Could organisers not set the ATCs at a sufficiently wide point in the road to allow crews that needed to get passed sufficient room to do so. Sounds easy but its not as easy as you might think. How wide do you want that section to be and for how long - enough to park 10 cars and get passed them all ? I don't know.

The other solution is for Co-Drivers to leave their cars and jog up to the ATC marshal to get their due time. The problem with this (and made 10 times worse when HANS became compulsory) is getting back into your seat (modern cages in Stage cars are not made for an easy entry & exit) then getting your Helmet, Hans & Belts all back on and in the meantime keeping the time card safe and dry and legible never mind keeping yourself dry. Then you have to dig out your paperwork for the correct stage before entering that calm and collected zen state required for all the best co-drivers.

There must be a better system. Opinions / Solutions please.

March New Car “Sales” Disappoint

UK new car sales in the vital March month again dipped against last year, but only by 2.4% which is a better result than many expected. How much this result was “helped” by the pre registration of unsold vehicles to boost the numbers is of course a matter of intense speculation.

In fact retail sales were only 2.8% down on last year and large fleets actually bought a few hundred more than in March 2018, but sales to small businesses were a whopping 45% down. All the signs are that small businesses are keeping their cheque books well under control in a time of great economic uncertainty, and our own experience suggests they are postponing car purchases but going ahead with new vans that actually help grow the business.

For the year to end March figures are similar, total 2.4% down, retail and large fleet about even, small business 41% down. In all this there were of course winners and losers. Biggest loser was Ford who had a disastrous month falling from over 50000 sales last year to under 41000 this resulting in a market share of under 9% and almost being overtaken by both Vauxhall and Volkswagen. Ford's No 1 position in the UK has been the case for almost 50 years now but looks like that era is coming to an end.

Looking at the quarter particularly dismal news for Alfa Romeo 30% down, Audi 13% down, Citroen's DS Division 49% down and Nissan 16% down. Volvo and their dealers must be ecstatic to be 39% up in a slightly declining market.

At the top end of the market figures are all over the place, Bentley are about static, Jaguar 16% up, Land Rover static, Maserati 37% down, McLaren 34% down, Porsche 41% down.

One survey showed dealers received around 11% less new car enquiries in the month so they did well to manage the sales reduction to only just over 2%. However there is evidence emerging that retail customers are turning to used cars that they perceive as offering better value and involve taking on smaller borrowings. This time last year 41% of motorists surveyed said they were considering buying a used car as their next purchase, now it's 49%. Not surprisingly those who will go for a new car next is down from 42% to 34%.

UK car production is also well down, 17% down on last year with the full year forecast now down to 1.3M cars, less than the Czech Republic makes.

Who Marries Who?

The enormous cost of developing electric, hydrogen, and self driving cars is forcing a new era of consolidation in the industry. Many are forecasting there will be a series of mergers and acquisitions over the next few years. Ford and VW are moving closer together, Peugeot/Citroen/Vauxhall/Opel boss Carlos Tavares has openly admitted to being open to other “opportunities” with a takeover of Fiat/Chrysler rumoured as the next target. The Peugeot family, still major shareholders, have declared themselves in favour of this idea. There's a feeling that Tata are disenchanted with their ownership of Jaguar Land Rover now it's losing money and either M. Tavares or Kia/Hyundai rumoured as possible new owners. Toyota and Suzuki are beginning a joint venture with Toyota producing Suzuki badged versions of the RAV 4 and Corolla, giving Suzuki access to Toyota hybrid technology, while Toyota will use Suzuki's small car internal combustion engines. For Europe the Suzuki versions of the Rav 4 and Corolla will be produced in Toyota's UK plants.

One industry executive has pointed out that because of the enormous cost of developing new aircraft there are only two major manufacturers of large civil airliners in the World, Boeing and Airbus. Given that the motor industry now faces similarly vast investments why he suggested should the end result be any different?

Breaking Speed Limits To End?

From 2022 all new cars sold in Europe will have to be fitted with a device that means the car will know what the speed limit is on the road they are on and will not permit the driver to exceed that limit. There will be an emergency feature that the driver can use to override the system but it's thought that a black box will be fitted that will inform the insurance company whenever this is done.

The industry is expecting a significant sales boost in 2021 as drivers seek to get the last new cars which don't feature this “improvement” and those who now make a living by altering engine management systems to produce more power will have another profit opportunity by offering to get around the speed limiting devices.

Until all this happens the risks of being caught speeding seems to vary dramatically depending on where you break the limit. Last year Wiltshire police prosecuted 1190 motorists for speeding while the neighbouring Avon and Somerset force caught almost 200,000! Some Chief Constables seem determined to catch those who drive beyond the limit, some think it simply doesn't matter.

Ford Shaking Up Their European Business

Ford has lost money on its European operations for most of the last 20 years. And it's rumoured that the car side of that business had posted losses almost every year with only the vans actually turning a profit.

Ford has been slow to move to SUVs rather than "conventional" cars. SUVs now represent one third of European new car sales, but only 20% of Ford's sales because they simply don't have a full range of SUVs available. Now they are reviving the Puma name for a Fiesta based SUV to slot in between the Ecosport and the Kuga. A new Kuga's on the way and Ford will offer a top end SUV by once again importing the Explorer from the US. The slow selling and unprofitable B-Max, C-Max and Ka+ models will be dropped. Ford are also dramatically reducing the volume of cars they supply to the rental industry at enormous discounts, which is partly responsible for their reduced market share.

Concentration on SUVs has transformed the fortunes of Peugeot and Vauxhall in particular, so Ford are pinning all their hopes on doing the same. If this doesn't work rumours continue to circulate that Ford may sell their European car business to VW and continue as a van seller only.

Carlos Ghosn Sage Continues

Having only recently been freed on bail ex Nissan/Renault/Mitsubishi boss Carlos Ghosn has now been re-arrested in Japan. Fresh charges have emerged suggested that he used company funds to pay for his divorce lawyers and the purchase or lease costs of private jets used largely for personal rather than company business. It's also said that a Nissan internal audit has revealed that the Nissan importer in Oman received a \$15 Million "reward" for sales performance on Mr. Ghosn's instructions, and that \$5 Million of this was diverted to a company in the British Virgin Islands controlled by Mrs Ghosn. Said company then used this "windfall" to buy a luxury yacht for the use of Mr & Mrs Ghosn. They deny all charges so the case rumbles on and the lawyers get richer.

Electric & Hydrogen Power

London's Ultra Low Emission Zone (ULEZ) is now operational with drivers of all but the least polluting cars and vans facing increased charges to drive in central London. One effect has been an increased interest in electric cars with 60% of UK motorists surveyed now saying they would consider electric power for their next car purchase.

Both my regular readers will know that my own opinion is that Hydrogen not Electric is the way forward. I was there for pleased to see that Audi have appointed a new boss who has made the re-starting of their hydrogen power research one of his very first actions. Audi expect to offer customers hydrogen powered cars as early as 2021 and are using Hyundai technology to speed the process up. Audi's reasons are that they are concerned about the availability of the natural resources required for building a massive number of batteries every year, lack of recharging infrastructure, and that they fear pure electric cars simply won't satisfy customers' expectations in real world use. They expect their hydrogen cars to have a range of almost 400 miles and a refuelling time of 4 minutes.

Meanwhile Toyota have offered all other manufacturers access to their hybrid technology by freeing up almost 24000 patents they hold, some of which are so new they are still pending. Almost 2400 of these cover hydrogen fuel cells. Other technology will be made available by Toyota on a fee based system so they're not being entirely charitable!

Tesla Updates

One thing Tesla always does is produce news regularly, in fact I don't seem able to get through a month without talking about them. And one thing their boss Elon Musk isn't as consistent. Last month's decision to close all US dealerships and sell only over the internet has been reversed. And the long promised start price of \$35000 for the smaller Model 3 has been dramatically increased.

Having hit its sales targets and made a tiny profit in the last quarter of 2018 Tesla delivered 31% less new cars in the first quarter of this year. Most worrying was that the sales of the more expensive and much more profitable Model S and Model X were about a third below forecasts. Facing declining sales Tesla announced they have suspended plans to expand their battery production factory in Nevada. Result was the shares plunged.

Tesla have however found another way of making money. All manufacturers are facing heavy fines by 2021 if they don't meet stringent EU average emissions targets. However the rules allow pooling of emissions even by separate brands. So Tesla have reached an agreement with Fiat Chrysler to do just that which means that Tesla registrations will count alongside Alfa Romeo, Fiat, Jeep and Maserati before the average is calculated. Although details are confidential it's believed that Tesla will be charging Fiat Chrysler many millions of Euros. Similar regulations apply in the US and Tesla have sold emissions credits to other manufacturers there for over £765M in the last 3 years.

Keyless Car Thefts Cost Insurers £1M A Day

Car theft decimated the value and sales of hot hatches in the 1980s. Now they are growing again as thieves use electronic devices to trick cars equipped with keyless entry into unlocking. One criminal holds one of these devices against the car to capture the signal it sends to the key and boosts that signal to another device which an accomplice holds against the front wall of the owner's house, which relays the signal to the key kept inside the house. This fools the car into unlocking itself and it can then be started using the very convenient start button provided on the dashboard.

The required electronic devices are openly advertised with prices starting as low as £10. On average a car theft claim is now made every 6 minutes with insurers paying out £376M last year, 28% up on 2017. Over the last 5 years vehicle thefts have risen by over 50%, The true situation is actually even worse with some car owners complaining their insurers refused to pay out because of there being no sign of forced entry to the vehicle.

The insurance industry is now pressing manufacturers to fit security devices to prevent these thefts. 60% of cars featuring keyless entry have no such devices with the Ford Mondeo, Hyundai Nexo, Kia Proceed, Lexus UX, Porsche Macan and Toyota Corolla being regarded as particularly vulnerable.

Coventry Offers Motorists £3000 To Ditch Their Cars

£20M of money is being used to launch a scheme in Coventry designed to persuade motorists to leave their cars at home. The aim is to drive polluting cars off crowded city streets. Those car owners who agree to give up using their cars for a period of time still to be decided will receive up to £3000 in cash credits which can be spent on public transport, electric car hire and bike sharing. The scheme will later be extended across the West Midlands and perhaps further afield. Eventually Government money will be replaced with funding provided by private companies including electric car companies and bus and train operators.

Green campaigners have already criticised the scheme for being limited to the West Midlands only and demanded the amount of money available be dramatically increased to enable a national rollout of the offers.

Driverless Taxis On British Roads Within Two Years

Because Britain was early in allowing trials of self driving cars it is now expected that within little more than 2 years driverless taxis will operate on limited routes within city centres and perhaps beyond. Delays in extending 4G mobile networks will limit the areas these cars can use however. 90% on motorways are covered by 4G but only 58% of A and B roads, and driverless cars need this to communicate with each other and roadside infrastructure.

Extensive tests have been carried out in Bristol, Coventry, Milton Keynes and Greenwich but so far with a human driver always on board. Tests without that driver will begin late next year,

Forecasting the growth of driverless is very difficult. It's one thing to predict when the technology will be ready, but much harder to estimate how quickly customers will be keen to embrace the new technology. However the industry is planning on the basis that 17% of all cars on our roads will be capable of operating without a driver on certain of our roads by 2030

Is Car Ownership An Outdated Concept?

American ride-hailing app company recently floated on the New York stock exchange for a valuation of over \$23 Billion. Not operating in the UK it's less well known than the similar (but much larger) Uber. Lyft didn't exist 8 years ago. They estimate that in the US over 300,000 people have already given up owning a car to use Lyft services. So how many have sold their cars to use Uber? Many more I'd suggest. Certainly I have two friends in London (and I don't have that many London based friends) who've done just that in the past year.

And as Uber and Lyft expand this trend can only speed up. Each new driver recruited, each new city added to their networks will give more people the confidence to abandon car ownership. Of course that will be largely confined to cities, but that's where 35% of people live in the UK, and that's where an awful lot of cars are (currently) sold. One US journalist recently wrote:

"Soon owning a car will be like owning a horse – a quaint hobby pursued by a few people who regard it as a cool thing to take for a spin at the weekend."

This change has HUGE implications for Motor manufacturers and dealers, but also for insurers and component suppliers plus many others. It also has potential effects on the wider economy. If lots of people move away from car ownership that will release enormous amounts of money to be spent elsewhere?

Bentley Have a Plan

As the only loss maker in the VW Group Bentley boss Adrian Hallmark has been under enormous pressure since being appointed early last year to put things right. Plans to build a genuine sports car have been abandoned. Bentley will concentrate on Grand Tourers and SUVs and seek to develop new products in these categories that will appeal to buyers who don't currently own a Bentley.

For those who regard current Bentleys as quite large cars it may come as surprise that larger cars not smaller are on the agenda. Bentley are particularly keen on an SUV larger than the Bentayga which they believe is required for the US and Chinese markets. There will be a big move towards electric power with a plug in hybrid version of every model by 2025 but Bentley acknowledge that battery-electric isn't necessarily the right way to go, at least until battery technology has developed further. So they're looking at fuel cells and synthetic fuels produced using wind and solar power.

Bentley celebrates 100 years of car manufacturing this summer and promises big news on future products at the celebrations due in July. Watch this space.....

Paul Gilligan



pg@gilliganvehicleconsulting.co.uk
www.gilliganvehicleconsulting.co.uk
07785 293222

TRACK DAYS EVERY MONTH at Three Sisters



Monthly Car Track Days - £89 pp

www.threesisterscircuit.co.uk



Motorsport UK

British Autotest Championship

Round 3 Juniper Autotests

Boundless by CSMA (North East London Group)
14th April 2019

A cold easterly wind greeted competitors to the third round of the championship held in one of the paddock car parks behind Copse Corner at Silverstone Circuit on Sunday, courtesy of the VSCC race meeting. With three open tests set out, each to be attempted a maximum of six times, competitors were going to be kept busy all day. Malcolm Livingston (Lindsay Special 1600) was fastest over the first three tests, with Richard Pinkney (Caterham 7 1600) just a second behind, and then Chris Chapman (RAW Striker 1800) and Alastair Moffatt (Mini Special 1400) each a further second back. It promised an entertaining day, but Pinkney was to go no further when his engine dropped a valve, with disastrous consequences.

The second and third rounds saw Moffatt really open up, and the lunchtime scoreboard showed him nine seconds ahead of Chapman, with Livingston five seconds further behind thanks to two penalties on each of the rounds. The class leading 1600 Mini of Dave Fox was in 4th place, having had a very consistent morning, and the Scot Willie Keaning (RAW Striker 1800) was the only other competitor within 20 seconds of Moffatt. Warren Gillespie (Nova 1800) was again leading the saloon car class, this time by 40 seconds over fellow Scot, Murray Walker (Nova 1600). The three afternoon rounds were to hold more drama when Livingston's engine locked solid after test 14, and went no further. Moffatt however could not relax, since Chapman was still within striking distance, and Fox could just come into play in the event of a maximum penalty for Moffatt. The end results showed Moffatt to have extended his lead over Chapman to 18 seconds, with Fox a further 20 seconds behind. Fox won the Mini class, with Gillespie retaining the saloon car class with a handsome margin over Murray Walker. With Chapman winning the sports car class, Paul Fobister (Fobby Special 1600) was left to win the specials class as the only other competitor under 1000 seconds.

Results;

1st	Alastair Moffatt	Mini Special 1400	929.3 secs
2nd	Chris Chapman	RAW Striker 1800	947.7
3rd	Dave Fox	Mini 1600	967.0
4th	Willie Keaning	RAW Striker 1800	968.7
5th	John Moffatt	Westfield Seven 1800	973.9

Motorsport UK British Autotest Championship Scores;-

1st	Alastair Moffatt	Mini Special 1400	86 pts
2nd	Chris Chapman	RAW Striker 1800	78
3rd	Willie Keaning	RAW Striker 1800	77



Event report by Mike Sones

Photos of Alastair Moffatt courtesy of Fern Motorsport

On the 5th March 2019 the Motorsport UK National Court met to consider the case of Mr Paul Bird.
[CASE No J2019/02]

The National Court ruled: -

- That Mr Bird shall be removed from the results of each of the Rallynuts Stages and The Plains Rally and the Carlisle Stages (all 2018).
- The event and Championship Organisers shall prepare and publish amended results and consequential repositioning of competitors.
- The Amended Results shall not be subject to any Appeal. In accordance with this ruling, the BTRDA have amended and re-published 2018 BTRDA Rally Series points and the 2018 MSA English Rally Championship points which can be found in the Archive Section of the respective websites.



The Manx Auto Sport-organised Masterpixel Media Manx National Rally has now received 120 entries – the biggest and best entry for over 10 years, with more than two weeks to go before entries close.

The chance to compete on such classic asphalt stages and follow in the wheel tracks of McRae, Vatanen, Pond and Mikkola remains a fantastic attraction and challenge – and this year's 135 stage mile route (which has less than 100 road miles in total) will certainly honour that tradition.

The opening day of competition on Friday (10 May) afternoon – Round 2 of the Protyre Motorsport UK Asphalt Rally Championship – will contain two loops of four stages.

The action will begin on Druidale (7 miles), with a stage start on Brandywell Road, just off the TT Course. It then joins the epic Druidale stage at Brandywell Cottage, for what is an iconic Isle of Man test.

The Cronk (8 miles) follows, which takes in a variety of good metalled roads around The Curraghs area, before using Cronk and the Orrisdale loop road to the finish.

Staarvey (5.5 miles) is next, which starts on the Peel Coast Road and heads down to Lhergudhoo Farm and the infamous jump over the railway bridge. The stage continues along Switchback and its many flat-out jumps before finishing on the Staarvey and the jump made famous by Ari Vatanen.

The final stage is Baldwins (11.5 miles), which starts at Little London and heads to Sartfield hairpin, before continuing along the Brandywell jumps and down to West Baldwin. It finishes with a flourish along East Baldwin, Ballaoates hairpin and Abbeylands jumps.

The above loop will be repeated in darkness, before Friday's 64 stage miles are completed and Protyre Motorsport UK Asphalt Rally Championship points are awarded.

The event continues on Day 2 on Saturday (11 May), when all eight stages (69.4 stage miles) will be run in daylight. The day's action will also count as Round 3 of the Protyre Motorsport UK Asphalt Rally Championship.

The day's opening pair of stages are two looped runs around Keristal (4 miles), which is on the old Castletown road.

St Marks (13.7 miles) is the longest stage of the event. Starting at the Braaid/Garth/Red Lion crossroads, the stage goes through Mulinaragher and St Marks villages before heading to Eairy Dam and Lhoobs Road, finishing at the bottom of The Hope.

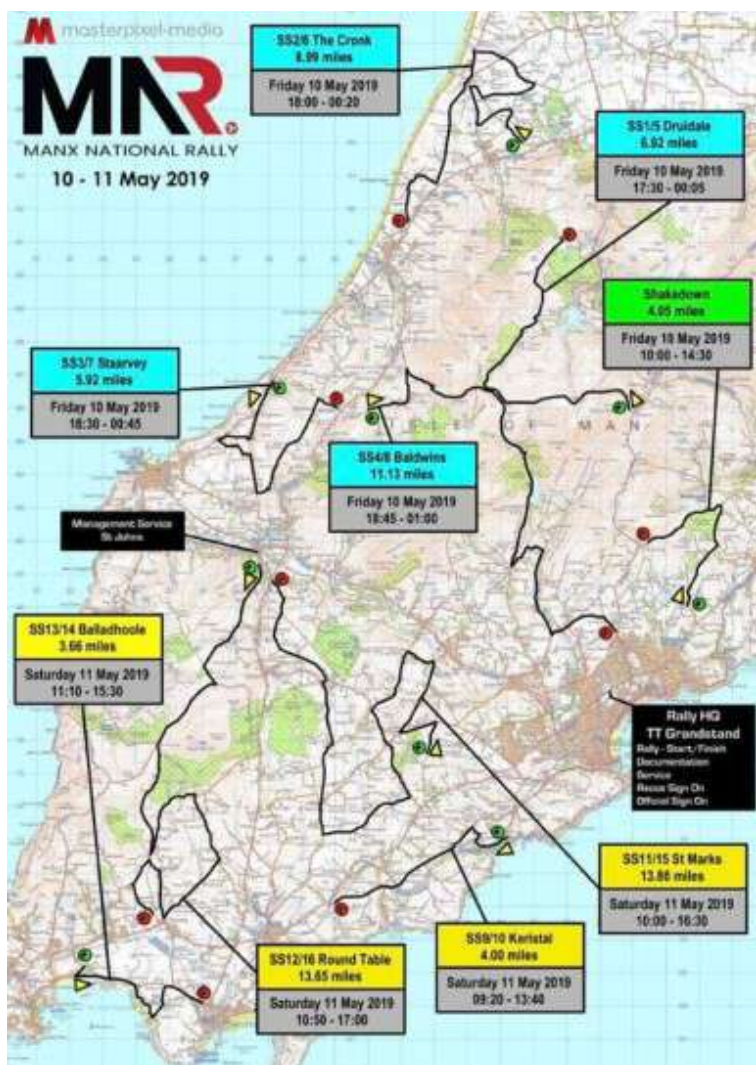
Roundtable (13.5 miles) starts at the bottom of Slieau Whallian and goes up to Garey and Roundtable Road, before taking in the Ronague hairpin, Corlea Road, Grenaby Road and finishing at Ballabeg.

The final stage of the loop is Balladoole (3.5 miles), which starts at Colby and follows the shoreline to Balladoole. It finishes on the Southern 100 Course's start/finish straight, outside Castletown. This is immediately repeated, before heading back off to the Grandstand for service.

The rally also consists of an emergency tyre fitting service on the Friday night, between SS2 and 3, and also an emergency service at St John's between SS11 and 12 on Saturday – in addition to the main Grandstand service halts.

Entries close on 28 April.

Manx Auto Sport is paying up to 40% of the cost of travel and accommodation for any marshals willing to come and help. The event already has marshals travelling from as far afield as Norwich, Mull, Northern Ireland, Lancashire and Wales and anyone interested should contact the event organisers (see Page 73)



Extra

THE NEWSLETTER FOR BRITISH MOTOR SPORT

Motorsport UK's Monthly Magazine Extra is no more It has been replaced by 'Revolution'.

A lot is changing at Motorsport UK, as we transition from a purely governance focused association to a modern membership organisation. This includes the way we communicate with you.

We want to enhance and modernise our channels. Therefore, we are moving on from print and embracing modern technology; to bring you an interactive digital magazine.

You can read the magazine in your normal web browser or better still, you can simply download the official *Revolution Magazine* app on all your devices for easy access and a great user experience.

What else is different about *Revolution*? Well, we want to ensure it covers the stories and issues that matter to our membership. How are barriers to entry being broken down? How are legislative threats being tackled? How is diversity being increased? How are new technologies being embraced?

We aim to answer all these questions and more over future issues, in an informative and entertaining way. We also want to inspire you to increase and expand your involvement in the sport – taking part in more events, at more levels and in more disciplines.



The Problem for me is that it won't let me copy therefor those of you who are not MSUK Competition Licence holders and don't get sent a copy of 'Revolution' can't even read the bits that I have selected to publish in Spotlight.

Never mind - it means it will probably be easier to read spotlight each month because there will be a few pages less

The Smiths were unable to conceive children and decided to use a surrogate father to start their family. On the day the proxy father was to arrive,

Mr. Smith kissed his wife goodbye and said, "Well, I'm off now. The man should be here soon. Half an hour later, just by chance, a door-to-door baby photographer happened to ring the doorbell, hoping to make a sale.

"Good morning, Ma'am", he said, "I've come to..." "Oh, no need to explain," Mrs. Smith cut in, embarrassed, "I've been expecting you." "Have you really?" said the photographer. "Well, that's good. Did you know babies are my specialty?"

"Well that's what my husband and I had hoped. Please come in and have a seat". After a moment she asked, blushing, "Well, where do we start?"

"Leave everything to me. I usually try two in the bathtub, one on the couch, and perhaps a couple on the bed. And sometimes the living room floor is fun. You can really spread out there." "Bathtub, living room floor? No wonder it didn't work out for Harry and me!"

"Well, Ma'am, none of us can guarantee a good one every time. But if we try several different positions and I shoot from six or seven angles, I'm sure you'll be pleased with the results."

"My, that's a lot!", gasped Mrs. Smith.

"Ma'am, in my line of work a man has to take his time. I'd love to be in and out in five minutes, but I'm sure you'd be disappointed with that."

"Don't I know it," said Mrs. Smith quietly..

The photographer opened his briefcase and pulled out a portfolio of his baby pictures. "This was done on the top of a bus," he said.

"Oh, my Goodness!" Mrs. Smith exclaimed, grasping at her throat.

"And these twins turned out exceptionally well - when you consider their mother was so difficult to work with."

"She was difficult?" asked Mrs. Smith.

"Yes, I'm afraid so. I finally had to take her to the park to get the job done right. People were crowding around four and five deep to get a good look" "Four and five deep?!" said Mrs. Smith, her eyes wide with amazement. "Yes", the photographer replied. "And for more than three hours, too. The mother was constantly squealing and yelling - I could hardly concentrate, and when darkness approached I had to rush my shots. Finally, when the squirrels began nibbling on my equipment, I just had to pack it all in."

Mrs. Smith leaned forward. "Do you mean they actually chewed on your, err, equipment?"

"It's true, Ma'am, yes.. Well, if you're ready, I'll set-up my tripod and we can get to work right away."

"Tripod?"

"Oh yes, Ma'am. I need to use a tripod to rest my Canon on. It's much too big to be held in the hand for very long." Mrs. Smith fainted...

Technical

Updates, clarification and advice

ROPS material specification

The photo below shows a main hoop in a car recently inspected by a Scrutineer. The ROPS tubing was found to be a seamed tube, the seam on the tube can clearly be seen, even through the coat of paint. Remember the ROPS regulations require construction to be from CDS – seamless steel tubing.

It is reported that the competitor in this example had the cage fabricated and requested that it be made with CDS. The fabricator has looked at the Motorsport UK Yearbook and apparently misread the minimum specification, using Blue Band steel tube thinking it was stronger, so would be compliant (note this is not for Cross-Country, where Blue Band is permitted for certain vehicles).



Tyre List 1A – Michelin

We can confirm that the following tyres, which were removed from List 1A, have now been reinstated. These tyres are permitted under List 1A for 2019:

- Michelin Pilot Sport PS2
- Michelin Pilot Exalto PE2

**Keep up to date with
Regulations for consultation
Sign up to receive notification of
The latest regulation changes**

[www.motorsportuk.org/The-Sport/Regulations/
Proposed-Changes-for-Consultation](http://www.motorsportuk.org/The-Sport/Regulations/Proposed-Changes-for-Consultation)

GUIDANCE: SAFETY HARNESS INSTALLATION

Motorsport UK has committed to an in-depth review of competitor safety equipment. This review includes initiatives aimed to reduce the burden on competitors of the unnecessary replacement of safety equipment, while ensuring suitably high standards of safety are maintained in the sport.

As a result of this review, Motorsport UK will recognise an extended life for certain FIA-homologated harnesses. In any discipline where an FIA-homologated harness is a regulatory requirement, harnesses homologated to the FIA 8853-2016 standard are granted a five-year extension at the end of their initial five-year life.

A cornerstone of this initiative is to provide greater education for competitors in respect of their own safety and to place more responsibility on the competitor to maintain a level of safety equipment, above a defined Motorsport UK minimum standard.

How will this affect my harness?

Firstly, you will need to check what FIA standard your harness is homologated to. The harness standard will be detailed on the homologation label, such as in the example shown here. Motorsport UK will only recognise an extended life for harnesses which display the FIA 8853-2016 standard on the label.

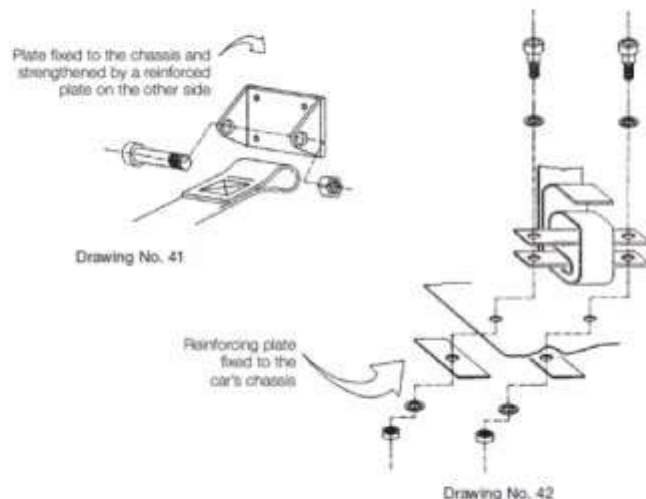
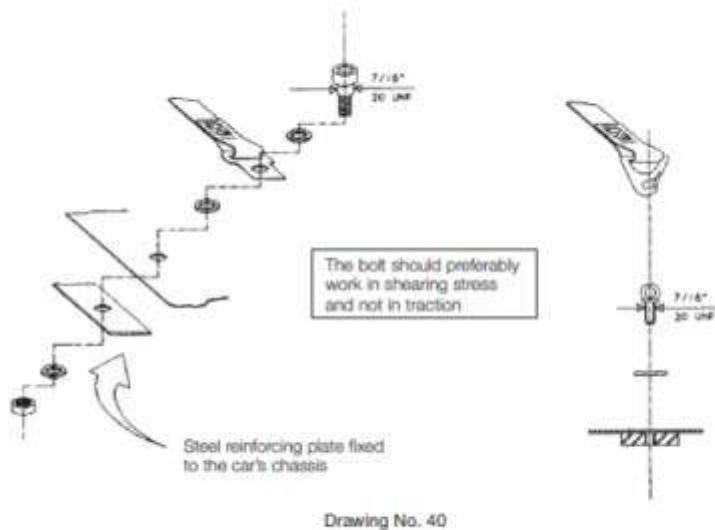


To determine the extended validity of an FIA 8853-2016 harness, you should add five years to the year shown on the label. For example, a label that shows a not valid after date of 2018 will be valid until 31 December 2023.

Installation

The harness is one of the most critical safety systems within any vehicle, therefore it is vital that it is mounted correctly. Motorsport UK regulations give a specification for mounting the harness in the Motorsport UK Yearbook – see K2.1 to K2.1.11. Harnesses may also be installed as per FIA regulations, which are found in FIA Appendix J Article 253: Art.6. The original manufacturer's mounting points may be used if they are in a suitable location. Alternatively, new mounting points may be created in the vehicle chassis using the methods shown in the diagrams below.

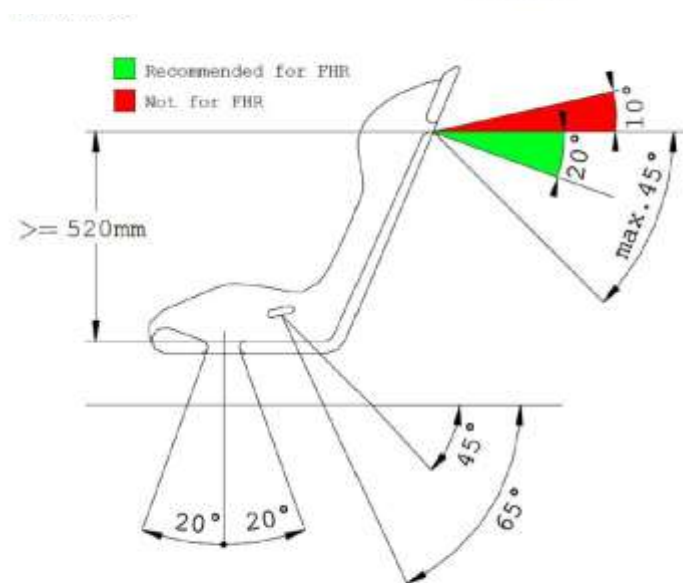
(Continued on Page 62)



FIA regulations state that where new mounting points in the chassis are created they should each be reinforced with steel counter plates of an area no less than 40cm² and 3mm thickness. The diagrams above show the location of these counter plates. Bolts used for mounting a harness must be a minimum of 7/16in UNF or M12 8.8.

Harnesses shoulder straps may also be fixed to a harness bar which forms part of the vehicle ROPS; the straps may either be looped around the harness bar or bolted to the bar. If bolted to the harness bar, an insert must be welded for each mounting point as shown in drawing on the right.

If looped around the harness bar, the straps should pass three times through the 3-bar slide and the strap end should protrude by at least 100mm. The 3-bar slide should be positioned as close as possible to the harness bar.



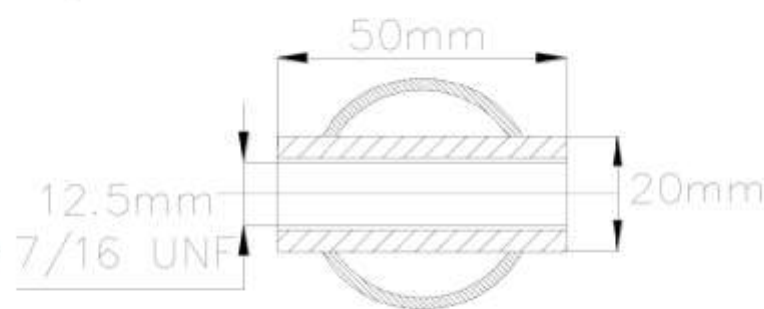
It is also important to consider the harness angle, especially where a Frontal Head Restraint (FHR) such as a HANS or Hybrid is being used.

Motorsport UK regulations require the shoulder straps to be a maximum of 45° below horizontal. However, for use with an FHR it is recommended that they are no more than 20° below horizontal and they must not be angled upwards at all. The diagram below shows the angle required for each element of the harness

Harnesses should only be mounted in accordance with the manufacturer's instructions and Motorsport UK or FIA regulations. Do not modify the harness in any way, as this will invalidate the homologation. Small modifications such as attachments for an intercom may be permitted if installed as per FIA regulations; you should consult with the manufacturer before making any such changes.

Maintenance

With the extended validity of harness homologation, it is important that as a competitor you take responsibility for the care and maintenance of your equipment. If you have any doubts or concerns over the condition or installation of your harness, please consult the manufacturer.



GUIDANCE: SAFETY HARNESS INSTALLATION

Continued from Page 62

Regular checks and maintenance should be performed throughout the life of the harness to ensure it remains in good condition. The harness should be checked regularly for damage, as it can be subjected to some extreme forces during regular use.

Therefore, even if the vehicle has not been involved in any accidents, the harness could still suffer damage through the normal wear and tear of competition. Harnesses should be replaced if any damage such as fraying or cuts in the webbing are found, or if the webbing has been exposed to oils, fuel, chemicals or excessive heat.

The harness attachment (the brackets that bolt the harness to the chassis) should be checked regularly for security, ensuring the bolts remain tightened to the manufacturer's recommended torque. They should also be checked visually for any cracking, distortion or corrosion. Pay particular attention to ensure the bolt holes have not become ovalised. The harness should be replaced if any metal parts or buckles are bent, deformed or corroded. The mounting points on the bodyshell/chassis should also be checked regularly for any cracking or corrosion.

Accidents

If your vehicle is involved in an accident, it is important that you do not simply assume your harness will be fine to use again. Even what appears to be a minor impact can put huge loadings through harnesses and their mountings.

Following an accident your harness and its mounting should be carefully inspected for damage and ideally this inspection should be undertaken by the manufacturer. If there is damage to any component of the harness, that harness should be replaced. Please seek the manufacturer's advice before using any equipment that has been involved in an accident.

Conclusion

The effectiveness and longevity of a safety harness are directly related to the manner in which they are installed, used and maintained. A harness is not an 'install and forget' piece of equipment and it is your own responsibility to ensure it is installed and maintained correctly. Remember that no matter how good your harness is, it is only going to be effective if it is installed correctly.

If you have any questions over the use and installation of harnesses, please contact the Motorsport UK Technical team at technical@motorsportuk.org or on 01753 765000

GUIDANCE: SEAT INSTALLATION

Motorsport UK has committed to an in-depth review of competitor safety equipment. This review includes initiatives aimed to reduce the burden on competitors of the unnecessary replacement of safety equipment, while ensuring suitably high standards of safety are maintained in the sport.

As a result of this review, Motorsport UK will recognise an extended life for certain FIA-homologated seats. In stage rallying, seats homologated to the FIA 8855-1999 standard are granted a two-year extension at the end of their initial five-year life.

A cornerstone of this initiative is to provide greater education for competitors in respect of their own safety and to place more responsibility on the competitor to maintain a level of safety equipment, above a defined Motorsport UK minimum standard.

How will this affect my seats?

To find out when your seats will be valid until, you will need to look at the FIA homologation label. All seats manufactured since 1 January 2012 will have an FIA homologation label overlapped by the FIA hologram in the top-left corner.

There are two variations of the FIA 8855-1999 homologation label; some will show a manufacture date (month/year) and some will show a 'not valid after' date (year only). Examples of these homologation labels are shown below.



To work out the validity of an 8855-1999 standard seat with a label which shows a manufacture date, add seven years to the year shown on the label. For example, a label that shows a manufacture date of May 2012 will be valid until 31 May 2019. A seat with a manufacture date on the label will always be valid until the end of the month seven years from the date printed.

(Continued on Page 64)

GUIDANCE : SEAT INSTALLATION

Continued from Page 63

To work out the validity of an 8855-1999 standard seat with a label which shows a 'not valid after' date, add two years to the year shown on the label. For example, a label that shows a not valid after date of 2018 will be valid until 31 December 2020. A seat with a 'not valid after' date on the label will always be valid until 31 December two years from the date printed on the homologation label.

Installation

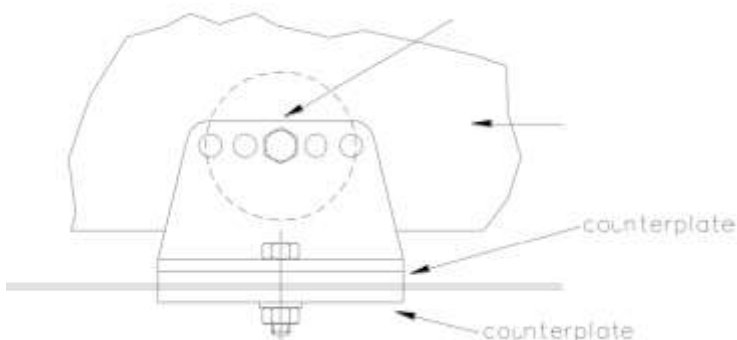
The seat safety system comprises the seat and its mountings; this is one of the most critical safety systems within the vehicle as any failure here will reduce effectiveness of other items such as harnesses and your Frontal Head Restraint (FHR). Accident data and statistics show it is more common for the seat mountings to fail than the seat itself, therefore it is vital that the seat is mounted correctly.

Regulations give a specification for the mounting of the seat directly to the bodyshell/chassis in section K2.2.1 to K2.2.3 of the Motorsport UK Yearbook.

These regulations apply for either a base mounted seat where the seat is bolted directly to the bodyshell/chassis, or a side mounted seat where the seat supports are bolted to the bodyshell/chassis and the seat is bolted to the supports. They require the seat to be attached via a minimum of four mounting points using bolts of at least 8mm diameter.

Each of these mounting points is to be reinforced by counter plates above and below the bodyshell/chassis, effectively sandwiching the vehicle structure. This is shown in drawing 32 in Section K in the Motorsport UK Yearbook, reproduced on the right.

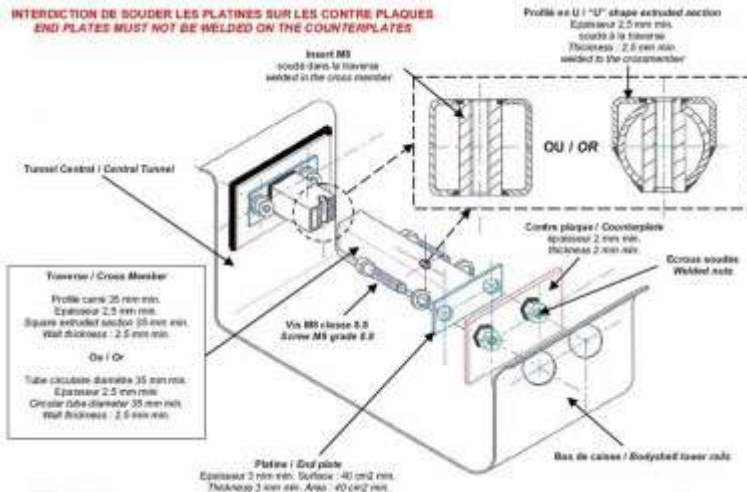
These counter plates must be at least 40cm² per mounting and must be a minimum thickness of either 3mm for steel or 5mm for light alloy.



There is also an option within FIA Appendix J regulations for mounting seats to a transverse cross member; the drawing below (reproduced from FIA Appendix J) details the requirements for this mounting method. The transverse cross member of either square or tube section with end plates is bolted to a counter plate at each end; the counter plate is welded to the transmission tunnel and the bodyshell outer rails.

The seat supports are then bolted through M8 inserts in the cross member. Note that if a tubular cross member is used then a U-shaped extruded section must be welded to the tube to provide a flat surface for the support to sit on.

INTERSECTION DE SOLDER LES PLATINES SUR LES CONTRE PLAQUES
END PLATES MUST NOT BE WELDED ON THE COUNTERPLATES



In addition to these methods, for vehicles originating as Series Production Cars the manufacturer's original seat mounting points may be used. There is also the ability for manufacturers of FIA-homologated cars to detail a method of mounting within the homologation form as an Option Variant (VO).

Supports

Seat supports are often referred to as mounting plates or side mounts and they are used to connect the seat to the bodyshell/chassis.

For seats homologated to the FIA 8862-2010 standard, the supports are homologated with the seat and these specific homologated supports must be used for the seat homologation to be valid.

For seats homologated to the FIA 8855-1999 standard, the supports do not form part of the seat homologation. The regulations do specify that the minimum material thickness as 3mm for steel or 5mm for light alloy. We recommend that you seek the manufacturer's advice on what supports are compatible with your seat, as universal mounts may not always be compatible.

Seat fit

An important consideration when choosing your seat is to ensure it fits your body size and shape, as seats come in a number of different sizes and fits. If the seat is too big for the occupant, he or she could come out of the seat in an incident, and likewise if the seat is too small the occupant may not be able to be seated securely.

The shoulder harness holes should be aligned with the occupant's shoulders. If the harness holes are below the shoulders, when pulling the harness tight the occupant's spine will be compressed which can lead to serious spinal injuries in an accident. If the harness holes are too high the harness shoulder straps will interact with the seat and not securely restrain the occupant. This will also adversely affect the effectiveness of an FHR device.

The seat padding is an important part of the seat's safety as it ensures the occupant is securely located in the seat and protected in an accident. If the foam is removed to allow a larger person to fit in a smaller seat then the effectiveness of this protection is reduced. Likewise if too much foam is used to accommodate a smaller occupant.

(Continued on Page 65)

Maintenance

With the extended validity of seat homologation, it is important that as the competitor you take responsibility for the care and maintenance of your equipment. If you have any doubts or concerns over the condition or installation of your seats, please consult the manufacturer.

Seats should only be mounted in accordance with the manufacturer's instructions and Motorsport UK or FIA regulations. Do not modify the seat shell in any way as this will invalidate the homologation; remember this includes the seat supports for those homologated to FIA 8862-2010.

Regular checks and maintenance should be performed during the life of the seat to ensure it remains in good condition.

The seat itself should be checked regularly for damage; a solidly mounted seat with a correctly restrained driver can be subject to some extreme forces during regular stage rally use, for example. Therefore, even if the seat has not been involved in any accidents it could still suffer damage through the normal wear and tear of competition. Stresses in the fabrication of the seat can show as cracks or lighter coloured stress lines in fibreglass or carbon.

Composite shelled seats are often left untrimmed at the rear, so they can be checked easily for cracking and damage; particular attention should be paid to high stressed areas such as the lower part of the back rest and around the support mounting areas. It is also sensible to pull on the shell and look for any excessive flex in the seat and movement in the fixings.

Steel framed seats can be harder to check unless the covers are removable, but any damage visible on the outside of the seat will be an indicator of potentially more serious damage inside.

The seat supports should be checked regularly for security, ensuring the bolts remain tightened to the manufacturer's recommended torque. They should also be checked visually for any cracking, distortion or corrosion. Pay particular attention to ensure the bolt holes have not become ovalised, and for supports with multiple bolt holes/slots for adjustment, check for cracking between the holes.

The mounting points on the bodyshell/chassis should also be regularly checked for any cracking or corrosion.

Accidents

It is important that if your vehicle is involved in an accident you do not simply assume that your seat system will be OK to use again. Even what appears to be a minor impact can put huge loadings through the seat and its mountings.

Following an accident your seat and its mountings should be carefully inspected for damage; the manufacturer should be able to advise you. If there is any damage to the seat or supports, please seek the manufacturer's advice before using the seat again, or else dispose of the equipment.

Conclusion

A seat system is not an 'install and forget' piece of equipment and it is your responsibility to ensure it is installed and maintained correctly. Remember that no matter how good your seat is, it is only going to be effective if it is installed correctly, so as much careful consideration should be given to the mounting points and supports as to the seat itself.

If you have any questions over the use and installation of seats, please contact the Motorsport UK Technical team at technical@motorsportuk.org or on 01753 765000.

Welcome to the Revolution

The inaugural issue of Revolution, the new Motorsport UK monthly magazine created exclusively for our community should already be with you

A lot is changing at Motorsport UK, as we transition from a purely governance focused association to a modern membership organisation. This includes the way we communicate with you.

We want to enhance and modernise our channels.

Therefore, we are moving on from print and embracing modern technology; to bring you an interactive (its got a crossword that you can complete on your computer or phone!) digital magazine.



And on the back page of MotorsportUKs latest Emagazine 'Revolution' is Rupert North of Airedale & Pennine MMC at the Ivinghoe Trial in his Mini. See page 46 for a short report

Championship Standings

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

Road Rally :

O/A	Driver	Club	Points
1	Mark Lennox	Newtown	178
2	Gerallt Williams	Bala	129
3	Tom Hodgson	Bala	126
4	Andy Price	WBCC	120
5	Steve King	WBCC	67

O/A	Navigator	Club	Points
1	Rob Bryn Jones	Clwyd Vale	232
2	Ian Beaumont	Newtown	178
3	Michael Hughes	Dovey	137
4	Grace Pedley	Knowldale	133
5	Al Hayward	Rhyl	129

Stage Rally : following Warcop Stages

O/A	Driver	Club	Points
1	John Stone	Blackpool	337
2	James Swallow	Bolton	312
3	Greg Williams	Warrington	298
4	Will Cooper	ERO	253
5	Eric Roberts	C&A	246

O/A	Co-Driver	Club	Points
1	Lewis Griffiths	C&A	448
2	Jonathon Kennedy	Warrington	361
3	Lauren Hewitt	Wigan	340
4	Martin Young	Clitheroe	251
5	Merfyn Williams	C&A	246

Stage Rally (Forest) :

O/A	Driver	Club	Points
1	Hugh Hunter	NWCC	80
2	Craig McIntosh	York	79
3	Tony Simpson	BTRDA	78
4	Nigel Cay	York	77
5	Josh Taylor	60 & Worcs	74

O/A	Co-Driver	Club	Points
1	Ian Jones	NWCC	112
2	Rob Fagg	Manx AS	79
3	Fred Roberts	York	74
4	Heather Merrison	60 & Worcs	70
5	Jon Riley	York	69

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	106
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	John Wadsworth	NWCC	202.00
2	David Barrowclough	Wallasey	199.64
3	Nigel Fox	Clitheroe	192.68
4	Peter Messer	Liverpool	192.42
5	Steve Wilson	Longton	191.71

Hillclimb :

O/A	Driver	Club	Points
1	John Wadsworth	NWCC	101.77
2	Dafydd Williams	C&A	84.57
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	Greg Williams	Warrington	80
2	Will Cooper	ERO	78
3	Gareth Hughes	C&A	59
4	Rob Hughes	C&A	53
5	Andrew Morris	WBCC	50

O/A	Navigator	Club	Points
1	Jonathon Kennedy	Warrington	78
2	Lauren Hewitt	Wigan	76
3	Martin Young	Clitheroe	61
4	David Anderson	C&A	55
5	Sion Cunliff	C&A	53

North Wales Road Rally Challenge

O/A	Driver	Club	Points
1	Mark Lennox	Newtown	88
2	Gerallt Williams	Bala	86
3	Andy Price	WBCC	81
4	Steve king	WBCC	76
5	Tim Hodgson	Bala	76

O/A	Co-Driver	Club	Points
1	Ian Beaumont	Newtown	89
2	Michael Hughes	Dovey Valley	86
3	Al Hayward	Clwyd Vale	85
4	Rob Bryn Jones	Clwyd	78
5	Ashley Owen	Rhyl	73

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	50
2	John Youd	B&B	38
3	Gary Evans	Matlock	23
4	Andy Darlington	Clwyd Vale	22
5	Baz Green	116	21

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	62
2	Michael Jones	WBCC	42
3	Al Hayward	Clwyd	37
4	Stephen Johnson	U17MC	36
5	Rob Bryn Jones	Clwyd Vale	32

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	Caernarvonshire & Anglesey MC	114
2	Knutsford	109
3	Bolton-le-Moors	96
4	Bala & DMC	92
5	North Wales CC	81
6	Warrington & DMC	81
7	Clwyd Vale	81
8	U17MC	80
9	Clitheroe & DMC	67
10	Rhy & DMC	63

Marshals Championship

O/A	Marshal	Club	Points
1	Tim Millington	Warrington	63
2	Amanda Baron	Accrington	50
3	Laura Jos	C&A	36
4	Rob Jos	C&A	35
5	Jack Mather	Bolton	34
=6	Robert O'Brien	Warrington	22
=6	William O'Brien	Warrington	22
8	David Mitchell	NWLRC	20
9	Ieuan Roberts	C&A	16
10	Ian Davies	Gemini 23	15

Championship Standings

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

Glynn Edwards Memorial Championship

O/A	Club	Points
1	Caernarvonshire & Anglesey	380
2	North Wales CC	231
3	Harlech & DMC	180
4	Clwyd Vale	167
5	Bala & DMC	125
6	Broughton & Breton MC	105
7	Rhyl & DMC	68
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	Heather Merrison	60 & Worcs	183.85
2	Lauren Hewitt	Wigan	178.59
3	Rachael Atherton	Warrington	154.39
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**

www.anwcc.co.uk

REGIONAL CHAMPIONSHIPS FOR CLUB COMPETITORS

(open to members of all ANWCC member clubs)

LOGON TO THE WEBSITE FOR FULL INFORMATION

SUPPORTED BY

mintex
racing



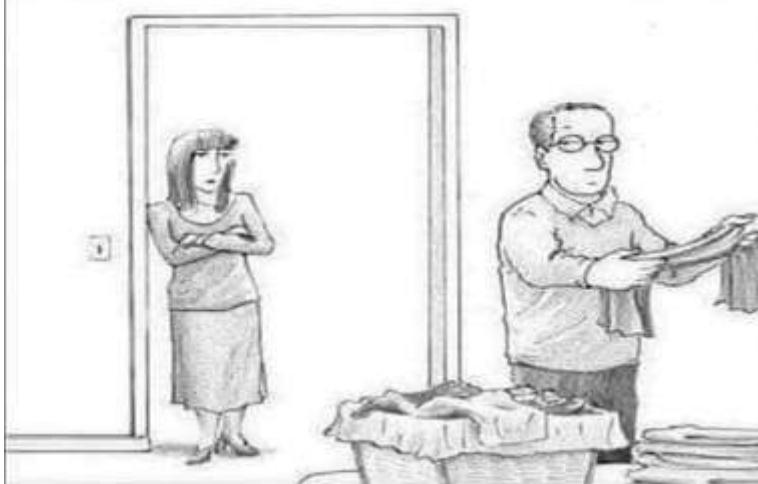
motordrive
SERVICE | SAFETY | STYLE

RED FOX
PROMOTIONS
www.redfoxpromo.co.uk

SBARDUN
Car Parts & Motorsport Accessories

Slicks

FUCHS TITAN
RACE



Last night you did the dishes.
Today you're folding laundry.
How much did this latest race car cost?



ANWCC CHAMPIONSHIPS 2019

Please check website and organising club for any changes.

STAGE RALLY CHAMPIONSHIP (* Multi-venue)

Feb 9	Jack Neal Memorial	Ciltheroe & DMC
Feb 9	Ormos Stages	Manx AS
Mar 3	Questmoor	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
Jun 9	Keith Frecker	Blackpool S Shore MC
Jun 30	Enville Stages	Warrington & DMC
Jul 21	Twyford Woods	Mid-Devonshire MC
Aug 18	Gareth Hall Memorial	Bala & DMC
Aug 25	Mewls	Epynt MC
Aug 25	Pendragon	Kirkby Lonsdale 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 Howarth	Bolton-le-Moors CC
Nov 8/9	Pokerstars Rally *	Manx AS
Nov 17	Cadwell Stages	North Humberside MC
Nov 23	Hall Trophy	Ciltheroe & 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
Jun 30	Enville 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
Mar 30	Rally NW	Wolton & S Staffs CC
May 11	Plains	Knutsford & DMC
Jul 7	Grizedale Stages	West Cumbria MSC
Jul 13	Nicky Grist Stages	Quinton MC
Aug 31	Woodpecker	60 & Warringtonshire MC
Sep 28	Trackrod Yorkshire	Trackrod MC
Nov 11	Wydean Stages	Forest of Dean MC

ROAD & NAVIGATION RALLY CHAMPIONSHIP

Feb 23/24	John Robson	Hexham & DMC
Mar 23/24	Ralfi Lyn	Harlech & DMC
Apr 13/14	Border 100	Welsh Border CC
Apr 27/28	Night Owl	Aberystwyth & DMC
Jun 15/16	GP Memorial	Garslang & Preston MC
Jun 22/23	Ralfi Bro Cader	Harlech & DMC
Aug 17/18	Baroud Rally	Baroud MC
Sep 14/15	Ralfi Môn	Caerns & Anglesey MC
Sep 21/22	Ciltheronian	Ciltheroe & DMC
Oct 19/20	Winter Challenge	North Wales CC
Oct 26/27	Cilwendeg	Teifi Valley MC
Nov 2/3	Powys Lanes	Epynt MC
Nov 2/3	Dansport	Mallock MC
Nov 9/10	Farrington	Clwyd Vale MC
Dec 7/8	Eagle	Newtown & DAC
TBA	Ralfi Mike Darwen	Dovey Valley MC

NORTH WALES ROAD RALLY CHALLENGE

Mar 23/24	Ralfi Lyn	Harlech & DMC
Apr 13/14	Border 100	Welsh Border CC
Jun 22/23	Ralfi Bro Cader	Harlech & DMC

Sep 14/15	Ralfi Môn	Caerns & Anglesey MC
Oct 19/20	Winter Challenge	North Wales CC
Nov 9/10	Farrington	Clwyd Vale MC
TBA	Ralfi Mike Darwen	Dovey Valley 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

AUTOTEST CHAMPIONSHIP (* inc Clubman)

Jan 13	Autotest *	Rhyl & DMC
Feb 17	Autotest *	Accrington MSC
Mar 10	Autotest *	Caerns & Anglesey MC
Mar 10	Jon MacKenzie	Hagley & DLCC
Apr 28	Autotest *	Rhyl & DMC
May 12	Granny Knot	Wolton & S Staffs CC
May 19	Autotest *	CSMA NW
May 19	Granny Knot	Wolton & South Staffs
Jun 23	Autotest *	CSMA NW
Jul 7	Tim Sargeant	Knutsford & DMC

(Inter-Association Team Autotest 2019)

Aug 4	Kenning's	Caerns & Anglesey MC
Aug 4	Autotest *	Under 17 MC NW
Sep 15	Autotest *	Under 17 MC & CSMA
Sep 21 *	Aberconwy	North Wales CC
Sep 22	Autotest *	Rhyl & DMC
Sep 29	Firefly Autotest	Whitchurch MC
Nov 17	Autotest *	Rhyl & DMC
Dec 1	Autotest *	Bolton-le-Moors CC
Dec 8	Autotest *	Accrington MSC

PRODUCTION CAR AUTOTEST CHAMPIONSHIP (* inc Clubman)

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 10	PCA *	Caerns & Ang MC
Apr 7	PCA *	Warrington & DMC
Apr 14	Easter PCA *	Bala & DMC
Apr 28	PCA *	Rhyl & DMC
May 19	PCA *	Boundless by CSMA NW
May 26	PCA *	Warrington & DMC
Jun 23	PCA *	Boundless by CSMA NW
Jul 13	PCA *	Warrington & DMC
Jul 14	Weardale PCA *	Hexham & DMC
Jul 14	PCA *	Warrington & DMC
Jul 21	Blew Moch PCA *	Bala & DMC
Aug 3	PCA *	Under 17 MC NW
Aug 4	PCA *	Under 17 MC NW
Aug 4	Kenning's *	Caerns & Anglesey
Sep 15	PCA *	Warrington & DMC
Sep 21	Aberconwy *	North Wales CC
Sep 22	PCA *	Rhyl & DMC
Oct 27	PCA *	Warrington & DMC
Nov 3	Ranges PCA *	Bala & DMC
Nov 17	PCA *	Rhyl & DMC
Dec 1	PCA *	Bolton-le-Moors CC
Dec 7	PCA *	Under 17 MC 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 21	Aberconwy *	North Wales CC
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

Jun 1	Dewydd Trial	Bala & DMC
Jun 2	MAS Trial	Caerns & Ang MC
Jun 9	Wyre Forest	Kidderminster MCC
Jun 30	Ingleton Trial	Ciltheroe & DMC
Jul 20	Cymru	North Wales CC
Jul 21	HCC Wales	Clwyd Vale MC
Jul 28	Filrate Trophy	Ilkley & DMC
Sep 7	Roberts Trial	Caerns & Anglesey MC
Sep 8	Gaby Mohr	Wolton & S Staffs CC
Sep 22	Ernest Owen Trial	Owen MC
Sep 29	Diagarth Trial	Bala & DMC
Oct 13	Yorkshire Post	Ilkley & 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 7	Aintree Autumn Sprint	Liverpool MC
Oct 5	Anglesey Nat Sprint	Longton & DMC
Oct 6	Anglesey Int Sprint	Longton & DMC

HILLCLIMB CHAMPIONSHIP

Mar 31	Lolau Park	Hagley & DLCC
May 18	Lolau Park	Hagley & DLCC
May 19	Scammonden	MGCC North-West
Jun 8	Barbon Holmb	Liverpool MC & KLCC
Jul 6	Barbon Holmb	Liverpool MC & KLCC
Jul 21	Scammonden	Mid-Cheshire MRC
Aug 3	Lolau Hillclimb	Hagley & DLCC
Aug 4	Lolau Hillclimb	Hagley & DLCC
Aug 17	Scammonden	Pendle DMC

INTER-ASSOCIATION EVENTS

Please contact Championship Co-Ordinator if interested in being part of an ANWCC team on any of these events:

Apr 22	Sprint	ANECCC Darlington & DMC
May 18	Stage Rally	SAMSC Scottish Rally
Jun 8	Autosolo	ACSMC Dolphin MC
Jun 23	Car Trial	ASWMC Ross & DMSC
Jul 7	Autotest	ANWCC Knutsford & DMC
Jul 20/21	Road Rally	ANCC Beaver Rally

**LIST IS LIABLE TO CHANGE -
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)	<small>MAY BE MORE THAN ONE MUST BE ANWCC CLUB(S)</small>
MSA Licence No	<small>NOTE ... Non-licence holders may contest certain championships – see regulations</small>
Occupation	
Date of Birth <small>Required for Statistics!</small>	<small>JUNIOR UNDER 25 SENIOR OVER 55 as at 1 JAN 2019</small>
Do you have access to the web, and willing to obtain Championship info from www.anwcc.co.uk which will be updated regularly?	<small>YES / NO (delete as appropriate) if YES we thank you as this will keep costs down if NO you may be sent information periodically</small>

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!

Pendle District Motor Club **THE DALES AUTOMOTIVE** **SUMMER TOUR**

Saturday 22nd June

Pendle District Motor Club...Have a new event planned for Saturday 22nd June.

Rod Brereton & Charlie Woodward are organising a Touring Assembly the route takes in a lot of the classic road rally roads.

Pendle District motor club are extremely grateful to Ross Butterworth Owner of Dales Automotive...Subaru and Ssangyong main dealers who is lending his support to the event.

The event is non competitive open to anyone with any road worthy vehicle.

It starts at the Stone Trough and returns for lunch and also the finish...latest issue OS maps 98 & 103 will be required entrants will be issued with a road book with tulip diagrams and if required six figure reference

Regs available at <http://www.pendledistrictmc.co.uk/> and online entries use the rallies.info at the same time

Any queries please feel free to contact me pdmc@clara.co.uk



SUBARU

Confidence in Motion

DALES Automotive

Your Local Subaru and Ssangyong Dealer



439 Colne Road, Kelbrook,
Barnoldswick, Lancashire, BB18 6TG
Telephone: **01282 881448**



Cetus Rally Stages

Three Sisters Race Circuit

Sunday 12th May 2019.

Regs : www.wiganmotorclub.org.uk

NESCRO

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



2019 Calendar

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

rally

AT
TRACKDAYS

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



BW

**ELECTRICAL AND
MECHANICAL
INSTALLATION &
MAINTENANCE**



Tel : 01282 696953 or Mobile : 07711 791631

Email : barry.wilkinson80@ntlworld.com

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



TOM IRVIN PHOTOGRAPHY

WWW.TOMIRVINPHOTOGRAPHY.CO.UK

Legendfires[®]
Quality Style Choice

VOXcloud[®]

Hosted Business Phone System

voxcloud.co.uk / 0333 002 0000





The North West and Wales newest high Octane event, The Speed and Rally Show, returns in 2019 to be held at Oswestry Showground on the 17th August and is set to echo to the sound Cars and Bikes, this year we celebrate 60 years of everyone's favourite small car the Mini and already many are booked to join us.

The show field is already getting heavily booked with exhibitors and on track participants alike. A special offer to Motorsport UK accredited motor clubs is a stand for five cars free of charge with free entry to cars and drivers thereof.

Bryn Pierce, Event Director "We are delighted that Mini is our star car this year, many of us over a certain age, and no doubt learned to drive in Mini's, and have a story to tell" "That's not all we have of course with all elements of four wheeled entertainment and indeed two wheeled set to join us, Our first events in 2017/18 gave people a taste of the laid back, family friendly event we wish to create and there will be even more this year"

A day of untimed on track entertainment will be accompanied by displays from several manufacturers, owners clubs, trade stands, craft fairs and not forgetting children's entertainment, there really will be something for everyone.

The event has grown hugely for 2019 after a successful start. Displays around the venue from various owners clubs amounting to hundreds of vehicles as static exhibits, on track action from Marques such as Porsche, Lancia, Ford and many many more. We already have cars driven by such greats as Ari Vatanen, and Britain's very own Colin McRae confirmed on track to entertain the crowds.

Lightning House are no stranger to these types of events and indeed are the company behind the successful return of Dayinsure Wales Rally GB to Chester city centre in 2016/17, Bryn "We saw the enthusiasm that existed for these types of events and hopefully those that came understand the type of big show we put on, this will be no different".

For those looking to purchase tickets they are available from the official website www.tsars.org for further details. Tickets in advance are £10*. With under 15 free.

Trade enquiries to bryn@lightninghouse.co.uk or 07952 592445



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/>

Pro-Rally.co.uk

1



Motorsports Photography and Journalism

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

Phil James

Motorsports Photographer & Journalist

07771 76 86 59 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto



www.pro-rally.co.uk

ADGESPEED

Unit 14, Thames Trading Centre,
Woodrow Way, Irlam
Manchester. M44 6BP

Telephone

Unit : 0161 777 9949

Mobile : 07960 964069

Fax : 0161 777 9948

E-Mail : sales@adgespeed.co.uk



aframe
engineering

Higherford Mill,
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

Marshals & Radio Crews Wanted

1 : RSAC Scottish Rally on Saturday 18 May

The first One is The RSAC Scottish Rally on Saturday 18 May and I intend to be there this year! BRMC have been asked to help with not one stage this year but two Twiglees SS1/5 will be commanded by Elizabeth Klinkenberg and Elizabeth is signing on around 7.30 to 8.00 and like me she could do with your help please contact her email myrallyemail@gmail.com or telephone 01909 564124'

We have been asked to look after Castle O'er Stage SS2/6 Fcd at 10.23 / 1501 so we would like to sign on at 08.00 to 08.45 this making us ready for about 90 mins before first car.

We do need help please contact me ianevans737@btinternet.com or 07899 045006 mobile 01246 863507 home

Entry to the stage is off the white road map ref 79/245.950 from Eskdalemuir to Castle O'er road South of the forest. We have about 14 posts to cover please with radios ,marshals. and timing so if you are able to help please can you drop me a line and I will try to accommodate you with what ever you want to do ?.

Could I also ask you go to the web site and let the chief Marshal Dean Pugh and Diana Baines radio staffing officers by going to www.scottishrally.co.uk marshals/Radio event web site. Could I ask you to let me know when you email them or I can let them know for you. As you can see we are running twice so it should be a good day motor-sport and its a round of the Scottish rally championship.

2: ATL Carlisle Stages on Saturday 8 June

This stage is just out side Newcastleton of the B6357 near old Castleton and the stage is called Florida stage which we have run for the last few years and its being run twice this year . First car due around 09.30 and 12.00 these times to confirmed nearer to the day. stage entry is 79/515.903 and we are looking to sign on around 07.00 to 08.00 stage again will be ready for 90 mins before first car please (again tbc) we have 7 post to cover please so if you can help please let me know or Joy Hewson Chief Marshal/radio staffing officer email joyhewson@googlemail.com

BXCC MEDIA DEALS



Various photography, video and website packages available for the BXCC season.

Send a message via Songasport Offroad Facebook or email songasport@gmail.com for more information.

SONGASPORT

#BXCC

Special
rally review
Stage



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

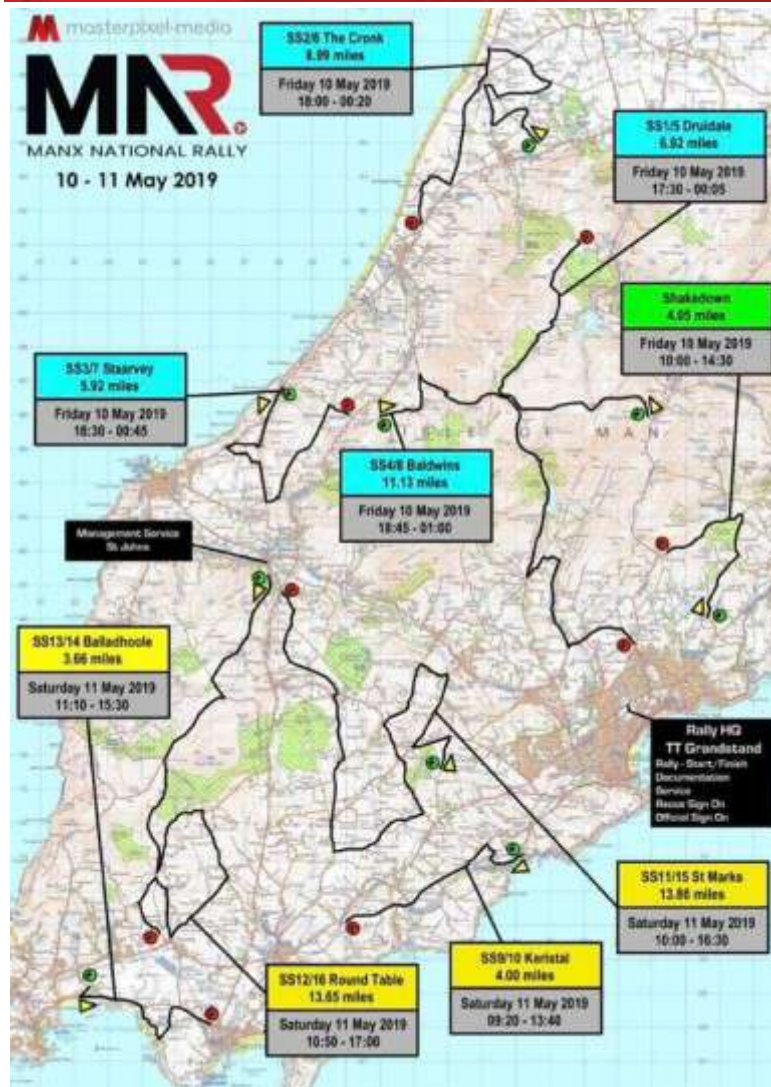
BE A PART OF TEAM 2019

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,
Rod Brereton,	John Rhodes
Alan Bibby	Bruce Lindsay
Paul Buckel,	Jem Dale,
Steve Butler,	Gregory Harrod
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
Rod Carter	Martin Young
John Rhodes	Jonny Kennedy

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 (Gemini32)	Derek Bedson (Gemini 21)
Adrian Spencer (Adgespeed)	Phil Andrews
Tom Irvin Photography	

Paul Gilligan 'Inside the Industry'
Paul Commons : Paul Commons Motor Sport
Duncan Littler Speed Sports Photography
and last but not least, Chairman / Secretary
(& my complaints manager)

Les Fragle

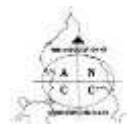
**& if I have left you out of the above credits,
Sorry and PLEASE tell me**

**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

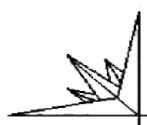


Monday 8th April

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 June edition is

Tuesday the 28th of May

which is due out on

Friday the 30st May

**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**