





Hexham & DMCs Spring 12 Car Rally See Page 53 for report

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Volume 10 : Issue 6: June 2019 : Maurice Ellison

# **Chairman's Chat**

It's been a quiet month for me this time with nothing planned since Warcop until the Kershope stage on the Carlisle Stages on 8th June. I am however involved in the ongoing preparations for my clubs Memorial Rally and, with PDMC, the Heroes Stages Rally.

Well this year's WRGB route has just been announced with new locations for the HQ, the opening ceremony and a couple of stages. I have always had my doubts about using Llandudno as the HQ given the traffic gridlock around just one stage there last year but I am even more surprised when we hear that the opening ceremony will be in Liverpool and the first stage at Oulton Park both just a stone's throw from Deeside the previous HQ. The result will be even more road miles for the crews and we will just have to see how successful the changes will be.

It was very sad to hear that yet another icon of motorsport, Niki Lauda, had passed away as a result of kidney problems on 20th May aged just 70 years. Everyone old enough will remember that horrific crash at the Nürburgring in August 1976 when his Ferrari hit an embankment and burst into flames following which he was extremely lucky to survive all be it with lifelong injuries. As a result improvements to the safety of the race circuits started to be put in place. R.I.P. Niki.

Les Fragle, Chairman, Secretary SD34MSG

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# **Stage Rally Championship**

	O/A	Driver	Class	Pts	Club	Q
	1	James Swallow	D	142	Bolton	Υ
	2	Adam Williams	D	87	Warrington	Υ
	3	John Darlington	D	85	Wigan	Υ
=	4	Paul Munro	D	82	G&PMC	Υ
=	4	Gregory Williams	Α	82	Warrington	N
	6	John Richardson	С	80	Bolton	Y
	7	Peter Jackson	D	56	G&PMC	Υ
=	8	Neil Wearden	?	55	G&PMC	Y
=	8	Craig Kennedy	D	55	Warrington	Y
=	10	Mark Roberts	D	54	Warrington	Υ
=	10	Steve Johnson	Α	54	Warrington	N
=	12	Dan Woods	В	53	Clitheroe	Y
=	12	Brandon Smith	C	53	Clitheroe	Y
	14	Simon Bowen	D -	33	BSSMC	N
	15	Wayne Thomas	D	28	Clitheroe	N
=	16	Kaemen Welsh	A	27	Clitheroe	N
=	16	Richard Bromley	A	27	Warrington	N
=	16	Berwyn Evans	D	27	TBC	N
=	19	Steve Kenyon	A	26	G&PMC	N
=	19	Tony Garrett Andrew Potts	В	26	Clitheroe	N
l _	19		Ь	26	Pendle	N
=   =	19 19	Chris Marshal	D A	26 26	Wigan Clitheroe	N
I =		Ian Daws	A	26 26	G&PMC	N N
I –	19	Myles Gleave	A	20	GALING	IN
	O/A	Co-Driver	Class	Pts	Club	
(	<b>O/A</b>	<b>Co-Driver</b> Lauren Hewitt	Class	<b>Pts</b> 142	<b>Club</b> Wigan	N
(	1		<b>Class</b>			N N
	1 2	Lauren Hewitt		142	Wigan	
(	1 2 3	Lauren Hewitt Jonathon Kennedy		142 138	Wigan Warrington	N
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Following Cetus Stages

# **Road Rally Championship**

0	/ <b>A</b>	Driver	Class	Pts	Club F	Rds
	1`	Kris Coombes	Ε	25	Preston MC	2
	2	Stan Featherstone	Е	24	Clitheroe	2
	3	Dan Sedgwick	Е	23	Clitheroe	2
	4	Danny Cowell	Е	19	G&PMC	2
	5	David Pedley	S/E	16	Clitheroe	2
	6	Mark Johnson	Е	12	Clitheroe	2
	7	Jem Dale	Е	11	G&PMC	1
=	8	Paul Pendleton	S/E	10	Clitheroe	2
=	8	Ben Mitton	N	10	Clitheroe	2
= 1	0	Paul Turton	S/E	9	Clitheroe	1
= 1	0	Dominic McTear	Е	9	Clitheroe	1
= 1	2	Charles Andrews	Ν	7	Preston MC	1
= 1	2	Stephen Holmes	S/E	7	Clitheroe	2
1	3	Chris Hewlett	S/E	6	Clitheroe	1
1	4	John Gribbens	Е	4	Clitheroe	1
1	5	lan Swallow	N	3	Bolton	1
0/	Α	Navigator	Class	Pts	Club R	ds
	1`	Louis Baines	Ε	24	Preston MC	2
	2	Sasha Heriot	Ε	23	Clitheroe	2
	3	Sam Ambler	Ε	22	Clitheroe	2
	4	Garry Evans	Е	16	Matlock	1
=	5	Rob Jones	Е	15	Clitheroe	1
=	5	Grace Pedley	S/E	15	Clitheroe	2
=	7				Cittieree	
	•	Steve Butler	Е	11	Clitheroe	2
=	-	Steve Butler James Chaplin	E E	11 11		2
=	-		_		Clitheroe	
=	7	James Chaplin	E	11	Clitheroe G&PMC	1
=	7	James Chaplin Mark Shepherd	E E	11 10	Clitheroe G&PMC Preston MC	1 1
= = 1	7 9 9	James Chaplin Mark Shepherd Levi Nicholson	E E N	11 10 10	Clitheroe G&PMC Preston MC Clitheroe	1 1 2
= = 1 1	7 9 9	James Chaplin Mark Shepherd Levi Nicholson Jonathon Webb	E E N E	11 10 10 9	Clitheroe G&PMC Preston MC Clitheroe Hexham	1 1 2 1
= = 1 1	7 9 9	James Chaplin Mark Shepherd Levi Nicholson Jonathon Webb John Turton	E E N E S/E	11 10 10 9 8	Clitheroe G&PMC Preston MC Clitheroe Hexham Clitheroe	1 1 2 1
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## U18 Championship

O/A	Competitor	pts	Club
1	Jessica Crawley	73	Warrington
2	Matthew Nicholls	38	U17MC
3	James Robinson	30	U17MC
4	Joseph Cropper	15	U17MC
5	Daniel Millward-Jackson	15	U17MC

### Non Race/Rally Championship

-	on ragorital	<u>.,                                    </u>	ampi	onomp
0//	<b>\</b>	Class	Score	Club
1	Andy Crawley	Α	60.55	Warrington
2	Jessica Crawley	Α	71.68	Warrington
3	Scott McMahon	Α	50.54	U17MC
4	Chris McMahon	Α	49.58	U17MC
5	Joe Mallinson	В	32.18	A&PMCC
6	Andy Williams	Α	40.76	U17MC
7	James Williams	Α	30.13	U17MC
8	Lauren Crook	С	39.27	U17MC
9	Stephen Holmes	В	29.23	Clitheroe
10	Gary Ross	Α	26.57	A&PMCC
11	David Goodlad	В	19.89	Bolton
12	lan Daws	Α	19.77	Clitheroe
13	Steve Johnson	Α	29.75	U17MC
14	Gary Sherriff	В	29.32	Bolton
15	Elliott Shaw	В	17.79	Clitheroe
16	Phil Clegg	Е	27.16	Accrington
17	James Robinson	Α	21.40	U17MC
18	Andrew Robinson	Α	20.49	U17MC
19	James Swallow	В	10.16	Bolton
` 20	Warren Nicholls	Α	20.56	Bolton
21	John North	С	20.36	Bolton
= 22	Dave Graves	В	10.00	Bolton
= 22	Alec Tunbridge	Е	11.00	Bolton
24	Adrian Fruzynski	D	19.51	Accrington
25	Ian Swallow	В	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
1	Nigel Fox	48.87	5	Clitheroe
2	P.Messer	29.14	S	Clitheroe
3	J. Wadsworth	20.15	S	LAC
4	Nigel Trundle	20.08	1B	G&PMC
5	S.Wilson	19.89	S	Longton
6	R.Thorpe	10.02	1B	Liverpool
7	David Goodlad	93.79	S	Bolton

### **Individual Championship**

O/A Competitor pts Q Club

### **MARSHALS CHAMPIONSHIP**

	IVIA	KONALO (	CHAIVIE	TONSH	I
	<b>O/A</b> 1	<b>Marshal</b> Tim Millington	Points 117	<b>Club</b> Warrington	<b>Q</b> Y
	2	Amanda Baron	94	Wallasey	Υ
=	3	Maurice Ellison	67	Clitheroe	Υ
=	3	Judith Pegram	67	Liverpool	Υ
=	3	Brian Wragg	67	Liverpool	Υ
	6	Jack Mather	60	Bolton	Υ
	7	Sean Robertson	57	Liverpool	Υ
=	8	Robert O'Brien	47	Liverpool	Υ
=	8	William O'Brien	47	Liverpool	Υ
=	8	Tracey Smith	47	Accrington	Υ
=	8	David Hunt	47	Liverpool	Υ
	12	John Harden	44	Liverpool	Υ
	13	Paul Smith	40	Liverpool	Υ
=	14	Phil Howarth	37	Liverpool	Υ
=	14	Geoff Maine	37	Liverpool	Υ
=	16	Steve Lewis	30	Clitheroe	Υ
=	16	Dave Barratt	30	Accrington	Υ
=	16	Dave Graves	30	Bolton	Υ
=	16	Kevin Jessop	30	Liverpool	Υ
=	16	Matthew Pegram	30	Liverpool	Υ
=	16	Garry Marriott	30	Wallasey	Υ
=	16	David Mitchell	30	Liverpool	Υ
=	22	Peter Wright	27	Pendle	Υ
=	22	Andy Fell	27	Liverpool	Υ
=	22	Bill Gray	27	Liverpool	Υ
=	22	Robert Rankin	27	Liverpool	Υ
	26	Alan Shaw	22	Pendle	Υ
=	27	Steve Smith	20	Accrington	Υ
=	27	Jo Evers	20	Bolton	Υ
=	27	Alex Brown	20	Bolton	Υ
=	27	Gary Sherriff	20	Bolton	Υ
=	27	lan Swallow	20	Bolton	Υ
=	27	Robin Turner	20	Bolton	Υ
=	27	Eric Wilcockson	20	Bolton	Y
=	27	Stephen Mather	20	Bolton	Y
=	27	Melanie Morgan	20	Bolton	Y
=	27	Les Fragle	20	G&PMC	Y
=	27	David Co.	20	Liverpool	Y
=	27	David Gee	20	Liverpool	Y
=	27	Mark Jagger	20	Liverpool	Y
=	27	Tom Roche	20	Liverpool	Y
=	27	lan Curlett	20	Liverpool	Y
=	27	David Doidge	20	Liverpool	Y
=	27	Mark Jagger	20	Liverpool	Y
=	27 27	Barry Wilkinson	20	Pendle	Y
=	27 27	Les Eltringham	20	Pendle	Y
=	27 27	James Sharples	20 20	Preston	Y
=	27 27	Julie Sharples	20 20	Preston	Y
=	27 27	Peter Sharples Graham Williams	20 20	Preston	Y
	27		20	Wallesey	Υ
		Only Showing	g those Ma	rshals	

Only Showing those Marshals that Have Qualified (53) 128 Marshals have scored points

# 2019 SD34MSG Inter-Club League

	<u> </u>	<b>J</b> 4	
Division A		Pos	ition
Club	Points	Div	O/A
Bolton-le-Moors CC	272	1	1
Clitheroe & DMC	268	2	2
Warrington & DMC	238	3	3
U17MC-NW0	213	4	4
Wigan & DMC	67	7	10
Preston MC	32	8	14
Liverpool MC	11	9	19
Longton & DMC	0	9	=20
Division B		Pos	ition
Club	Points	Div	O/A
Airedale & Pennine MCC	173	1	5
Garstang & Preston MC	106	2	7
Matlock MC	93	3	8
Stockport 061 MC	79	4	9
Accrington MSC	56	5	12
Wallasey MC	39	6	13
Blackpool South Shore MC	26	7	16
Pendle & DMC	23	8	17
Division C		Pos	ition
Club	Points	Div	O/A
Knutsford & DMC	169	1	6
Hexham & DMC	29	2	15
Knowldale CC	12	3	18
Manx AS	0	=4	=20
Lancashire A.C.	0	=4	=20
High Moor MC	0	=4	=20
CSMA (NW)	0	=4	=20
Lightning MSC	0	=4	=20
Mull CC	0	=4	=20
2300	0	=4	=20
Motor Sport North West	0	=4	=20
Updated 20th Marc	h 201	9	

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### 2019 SD34MSG Under 18 Championship Registration Form

Name		
	Post Code	
e-mail	Tel No Home	
Mobile	SD34 Nominated Club(1	only)
Age on 1st January 2019	DOB	
Competitor Signature	Date	
	G Under 18 Championship. I agree to abide by the championship regulations. I under sheet will be held on computer, but will be for SD34MSG use only. (There is no feet	
Parent Name		
Parent Signature	Date	
•	nt to above) Address	
	Post Code	
	Tel No Home	
Mohile		

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.)

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 <a href="https://www.sd34msg.org.uk">www.sd34msg.org.uk</a>.

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

The SD34 MSG GDPR Privacy Statement can be viewed on the Groups Web Site. At <a href="http://sd34msg.org.uk/">http://sd34msg.org.uk/</a> Please note all our (SD34MSG) Competitions are

2018. Our address is:- SD34MSG, c/o 6 Thistleton Road, Thistleton, Preston PR4 3XA.

"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 <a href="mailto:davidpbarratt@gmail.com">davidpbarratt@gmail.com</a>. 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	<b>;</b>				
Stage Rally	Driver / Co-Driver		Α	ı	В	С	[	)		
Road Rally	Driver / Navigator	Ex	pert	Se	mi Ex	per	t N	lovi	се	
Sprint Hillclimb	Driver	S	1A	1B	1C	2	3	4	5	
Non Race Rally	Driver		Α	В	С		D	Ε		

# 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
- 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)

<b>20</b> ′	19 SI	D3	4MSG Ca	lendar : June	to September
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
6-Jul	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 2	Barbon
7 "Jul	PCA	Yes	Airedale & Pennine	PCA 5	Rock & Heifer
7-Jul	Autotest	Yes	Knutsford & District MC	Tim Sargeant Autotest	
13 Jul	PCA	Yes	Warrington & DMC	PCA	WernDdu
14 Jul	PCA	Yes	Warrington & DMC	PCA	WernDdu
14-Jul	PCA	Yes	Hexham & DMC	The Northern Dales PCA	
21-Jul	Hillclimb	No	Mid-Cheshire MC	Scammonden Dam Hillclimb	Scammonden Dam, Huddersfield
3-Aug	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 2	Blackburn Services, M65 Jt 4
3-Aug	PCA	Yes	Under 17 MC NW	U17MC PCA 2	Blackburn Services, M65 Jt 4
3-Aug	Training	No		Fire training	Blackburn Services, M65 Jt 4
4-Aug	Sprint	Yes	Longton & Dist MC	Sprint 6	3 Sisters, Wigan
4-Aug	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 3	Blackburn Services, M65 Jt 4
4-Aug	Autotest	Yes	Under 17 MC NW	U17MC Autotest 1	Blackburn Services, M65 Jt 4
4-Aug	PCA	Yes	Under 17 MC NW	U17MC PCA 3	Blackburn Services, M65 Jt 4
11 Aug	PCA	Yes	Airedale & Pennine	PCA	Rock & Heifer
17-Aug	Hillclimb	Yes	Pendle & Dist MC	Scammonden Dam Hillclimb	Scammonden Dam, Huddersfield
25-Aug	Autosolo	Yes	Bolton-le-Moors CC	Autosolo	Ormskirk
1-Sep	Sprint	Yes	Longton & Dist MC	Sprint 7	3 Sisters, Wigan
6-7 Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Prom
7-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree
7-Sep	Road Rally	Yes	Knutsford & District MC	Knutsford Targa Rally	
8 Sep	PCA	Yes	Airedale & Pennine	PCA	Rock & Heifer
14-Sep	PCA	Yes	Under 17 MC NW	U17MC PCA 4	Blackburn Services, M65 Jt 4
14-Sep	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 4	Blackburn Services, M65 Jt 4
14-Sep	Autotest	Yes	Under 17 MC NW	U17MC Autotest 4	Blackburn Services, M65 Jt 4
15 Sep	PCA		Warrington & DMC	PCA	WernDdu
15-Sep	PCA		Under 17 MC NW	U17MC PCA 5	Blackburn Services, M65 Jt 4
15-Sep	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 5	Blackburn Services, M65 Jt 4
15-Sep	Autotest	Yes	Under 17 MC NW	U17MC Autotest 2	Blackburn Services, M65 Jt 4
21/22 Sep	Road Rally	Yes	Clitheroe & DMC	Clitheronian Road Rally	Lancashire-Yorkshire
22-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks

Sprint & Hillclimb Stage Rallies Road Rallies Non Race/Rally Training

20	19 \$	3D	34MSG C	alendar : Oct	— December
5-Oct	Sprint	Yes	Longton & Dist MC	Sprint 8	Anglesey Circuit
6-Oct	Sprint	Yes	Longton & Dist MC	Sprint 9	Anglesey Circuit
13-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
13-Oct	PCA	Yes	Airedale & Pennine	PCA 4	Rock & Heifer
27 Oct	PCA	Yes	Warrington & DMC	PCA	WernDdu
27-Oct	Autosolo	Yes	Knutsford & District MC	Knutsford Jubilee Autosolo	
2-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Stages	Oulton Park
2-Nov	Road Rally	Yes	Matlock MC	Dansport Road Rally	Derbyshire
8/9-Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
10-Nov	PCA	Yes	Airedale & Pennine	PCA 5	Rock & Heifer
16/17Nov	Road Rally	Yes	North Humberside MC	Beaver Rally	
16/17Nov 23-Nov	Road Rally Stage Rally		North Humberside MC Clitheroe & DMC	Beaver Rally Hall Trophy	Blyton
	•	Yes		· ·	Blyton 3 Sisters Circuit
23-Nov	Stage Rally	Yes Yes	Clitheroe & DMC	Hall Trophy	-
23-Nov 1 Dec	Stage Rally Autosolo	Yes Yes Yes	Clitheroe & DMC Bolton-le-Moors CC	Hall Trophy Autosolo 3	3 Sisters Circuit
23-Nov 1 Dec 1 Dec	Stage Rally Autosolo Autotest	Yes Yes Yes Yes	Clitheroe & DMC Bolton-le-Moors CC Bolton-le-Moors CC	Hall Trophy Autosolo 3 Autotest 2	3 Sisters Circuit 3 Sisters Circuit
23-Nov 1 Dec 1 Dec 1 Dec	Stage Rally Autosolo Autotest PCA	Yes Yes Yes Yes Yes	Clitheroe & DMC  Bolton-le-Moors CC  Bolton-le-Moors CC  Bolton-le-Moors CC	Hall Trophy Autosolo 3 Autotest 2 PCA 2	3 Sisters Circuit 3 Sisters Circuit 3 Sisters Circuit
23-Nov 1 Dec 1 Dec 1 Dec 7-Dec	Stage Rally Autosolo Autotest PCA Autosolo	Yes Yes Yes Yes Yes	Clitheroe & DMC  Bolton-le-Moors CC  Bolton-le-Moors CC  Bolton-le-Moors CC  Under 17 MC NW	Hall Trophy Autosolo 3 Autotest 2 PCA 2 U17MC Autosolo 6	3 Sisters Circuit 3 Sisters Circuit 3 Sisters Circuit Blackburn Services, M65 Jt 4
23-Nov 1 Dec 1 Dec 1 Dec 7-Dec 7-Dec	Stage Rally Autosolo Autotest PCA Autosolo PCA	Yes Yes Yes Yes Yes No	Clitheroe & DMC  Bolton-le-Moors CC  Bolton-le-Moors CC  Bolton-le-Moors CC  Under 17 MC NW	Hall Trophy Autosolo 3 Autotest 2 PCA 2 U17MC Autosolo 6 U17MC PCA 6	3 Sisters Circuit 3 Sisters Circuit 3 Sisters Circuit Blackburn Services, M65 Jt 4 Blackburn Services, M65 Jt 4
23-Nov  1 Dec  1 Dec  1 Dec  7-Dec  7-Dec  7-Dec	Stage Rally Autosolo Autotest PCA Autosolo PCA Training	Yes Yes Yes Yes Yes Yes Yes Yes No Yes	Clitheroe & DMC  Bolton-le-Moors CC  Bolton-le-Moors CC  Bolton-le-Moors CC  Under 17 MC NW  Under 17 MC NW	Hall Trophy Autosolo 3 Autotest 2 PCA 2 U17MC Autosolo 6 U17MC PCA 6 First Marshal On Scene	3 Sisters Circuit 3 Sisters Circuit 3 Sisters Circuit Blackburn Services, M65 Jt 4 Blackburn Services, M65 Jt 4 Blackburn Services, M65 Jt 4
23-Nov 1 Dec 1 Dec 1 Dec 7-Dec 7-Dec 7-Dec 8-Dec	Stage Rally Autosolo Autotest PCA Autosolo PCA Training Autosolo	Yes Yes Yes Yes Yes Yes Yes Yes No Yes Yes	Clitheroe & DMC  Bolton-le-Moors CC  Bolton-le-Moors CC  Bolton-le-Moors CC  Under 17 MC NW  Under 17 MC NW  Accrington MSC	Hall Trophy Autosolo 3 Autotest 2 PCA 2 U17MC Autosolo 6 U17MC PCA 6 First Marshal On Scene AMSC Autosolo 2	3 Sisters Circuit 3 Sisters Circuit 3 Sisters Circuit Blackburn Services, M65 Jt 4

Sprint & Hillclimb

**Stage Rallies** 

**Road Rallies** 

Non Race/Rally

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# SD34MSG Bi-Monthly Meeting Highlights May 15<sup>th</sup>

- Championship registration fees are still coming in and we have received funds for adverts in 'spotlight'.
- A donation of £100 in memory of Gavin Frew has been presented to the Rosemere Cancer Foundation as it was his nominated charity.
- The BSSMC Keith Frecker Memorial Stages Rally has been cancelled due to not having enough officials to make the event a success.
- The date of the Beaver Rally has changed to the 16<sup>th/</sup>17<sup>th</sup> November which would result in three championship rounds in as many weekends. The compiler is going to gauge the response of contenders as to whether to keep the event in the championship.
- The newly announced date for the Jim Clark Rally clashes with the current date for the Poker Stars Rally so the latter club is looking at moving the date.
- APMCC changed one of the dates of their trials but it was not known if all our clubs and contenders were informed. Due to this the event will not be counted in the championship.
- All clubs were once again reminded of the championship rules which include that new dates will only be accepted if two months prior to the event, all clubs must receive a copy of the event reg's, reg's must state the event is a round of an SD34 championship and league and a copy of the entry list and set of results must be sent to the relevant compiler within 21 days of the event.
- The RLO was not initially present but there didn't appear to have been any issues following the LFNWS.
- The latest championship positions were read out and are included within this issue.
- A reminder that anyone who signs on as a marshal is expected to contribute to the event in the role allocated. This follows comments about persons signing on but not apparently doing anything.
- To date there had been 118 championship registrations.
- At the recent ANCC AGM Chris Woodcock agreed to continue as the chairman.
- The next ANCC meeting will be held on 24<sup>th</sup> June.
- Notes from a MSUK meeting included; The RDO role is finishing as surprisingly only 25% of clubs thought the RDO was worthwhile in the recent club questionnaire. However some of the role is to continue but replacement ideas are sought. If there are ongoing projects initiated with the RDO they may be able to be completed. It was noted that more trackdays and sprints are being organised outside the MSUK regulations which means that there could be less insurance cover. MSUK is looking to support new forms of motor sport.
- A vote of thanks was given to Steve Johnson who has done excellent work as the Lancashire RDO for 10 years and also to Heidi Woodcock as Yorkshire RDO.
- There was little to report at the last ANWCC meeting other than that there is still plenty of money in the development fund so clubs should claim as soon as possible. (See adjacent Column)
- The next ANWCC meeting will be held on 13<sup>th</sup> August.
- The next SD34 MSG bi-monthly meeting will be on 17th July at The Poachers, Bamber Bridge.



# May quarterly ANWCC meeting on 14th May

### **Brief Notes**

- Matters arising Karen Spencer had previously asked Simon Blunt what the replacement would be for the Volunteers in Motorsport website, this is on Regional Committee agenda for 15th May - watch this space.
- At Autotest committee on 2nd April, it would discussed about ineligible tyres in lists 1B/1C, Formula G, fire extinguishers and minimum ages for a touring car on PCA / Autosolo.
- Rallies committee met on 8th May, so will get an update soon. A report had been provided by lain Campbell in relation to tracking.
- Two applications received from clubs to join York Motor Club and Ammanford Motor Club - both accepted.
- LARA have their meeting w/c 20th May which Eric Cowcill will be attending. Section 33 in Derbyshire is bubbling away / Powys has gone quiet.
- 118 member clubs now, with 5 still to pay Barcud, Dovey Valley, Morgan, GT Enthusiast and HRCR -Dave Thomas is on with the chasing!
- Marshal Draw winners February Tracey Smith, March - William O'Brien and April - Graham Prescott.
- We could still do with some Ambassadors to promote championships at events anyone willing to hold on to a banner to take to events, please get in touch with Dave Thomas <a href="mailto:anwcc@talktalk.net">anwcc@talktalk.net</a>.
- Training dates 28th July in Penrith as a refresher to retain grade, 3rd August in Blackburn for Fire and 7th December for First on Scene - all bookable via <a href="http://thats-motorsport.com/training/">http://thats-motorsport.com/training/</a>
- As an association, we would like to pass on our thanks to Steve Johnson for his work as Go Motorsport Regional Development Officer over the past 10 years. Eric Cowcill suggested that perhaps we launch an Association Development Officer role as we need to keep liaison with clubs/events.

# SD34MSG 2019 Championship Rounds by Discipline at a Glance

Road Rally Championship 2019			
Date	Event	Organising Club	
15/16Jun	Memorial Road Rally	G&PMC	
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	
16/17 Nov	Beaver Rally	North Humberside	

16/17 Nov Beaver Rally		Beaver Rally	North Humberside	
Non Race/Rally Championship 2019				
Date	Event		Organising Club	
9 Jun	PC/	A 6	Airedale & Pennine	
23 Jun	Aut	oSOLO, PCA & Autotest	CSMA	
30 Jun	PC <sup>-</sup>	T Ingleton	Clitheroe & DMC	
7 JUI	Tim	Sargeant Autotest	Knutsford & DMC	
7 Jul	PC	<b>4</b> 7	Airedale & Pennine	
9 Jun	Gra	ss AQutotest	Airedale & Pennine	
13 Jul	We	rn Ddu PCA	Warrington & DMC	
14 Jul	We	rn Ddu PCA	Warrington & DMC	
14 Jul	Nor	ther 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	We	rn Ddu PCA	Warrington & DMC	
27 Oct	Jub	ilee AutoSOLO	Knutsford & DMC	
10 Nov	PC/	A 11	Airedale & Pennine	
1 Dec	Aut	oSOLO, PCA Autotest	Bolton-le-Moors CC	
7 Dec	Aut	oSOLO & PCA	Accrington MSC	
8 Dec	Aut	oSOLO, PCA Autotest	Accrington MSC	
8 Dec	PCA 12		Airedale & Pennine	

Stage Raily Championship 2019				
Date Event		Organising Club		
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		
16-Feb	Intro to Marshalling	Blackburn Services,		
3-Aug	Fire training	Blackburn Services,		
7-Dec	First Marshal On Scene	Blackburn Services,		



# The Club Meets at 8-30pm **Every Tuesday**

Waddington Sports & Social Club Waddington, Nr Clitheroe BB7 3HW M/R 103 / 731 437

Website: www.clitheroedmc.co.uk

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

Drivers			Navigators		
O/A	Competitor	Pts	O/A	Competitor	Pts
1	Paul Pendleton	50	1	Sam Ambler	53
2	Ben Mitton	49	2	Harris Halgate	50
3	Matt Simon	43	3	Levi Nicholson	49
4	Dan Sedgwick	41	4	James Squires	43
5	Matt Hewlett	45	5	Alivia Corps	36
6	Phil Shaw	33	6	Elliott Shaw	33
7	Dominic Mctear	30	7	Connor Stubbs	18
=8	Tony Vart	23	8	Martin Daws	17
=8	Gareth Shepherd	23	=9	Jessica Redford	16
10	Stephen Holmes	17	=9	George Postlethwaite	16
=11	Paul Redford	16	11	Georgie Cotton	15
=11	Sam Coombes	16	12	Ben Williams	14
13	Steve Cotton	15	13	Will Melsome	13
14	Nick Bulmer	14			
15	Connor Stubbs	13			

# **2019 Scatter Series Forthcoming Dates**

R	Month	Date	Clerk of Course	Maps
4	September	24th		tba
5	October	15th		tba
6	November	19th		tba
7	December	3rd		tba

### Heidi's Birthday Bash Lancaster Beer Rally

Competitors coming by train to and from the Start venue had to suffer a ride on a coach between Preston and Lancaster - Northern Rail had Engineering works on the line.

The start venue chosen by Clerk of Course Matt Broadbent was the Robert Gillow





Following Documentation, Noise & Scrutineering there was the customery Drivers Briefing - great play was made about procedure at SGWs and NAMS - all CBs to be written in ink!

The first section went from the Robert Gillow to the John 'O Gaunt where a jazz band was in full flow

Next up was the run to the Sun Inn which included two hard to find slots and then finished after the NAM in the Beer Garden. A few dropped time getting this one right









The run from the Sun Inn to the Stonewell Tap was a straight forward affair, however James the Tapeworm decided that more food was required and diverted to the nearest Subway for more nourishment despite the half-way halt being next door to the Stonewell Tap. James collected multiple penalties at this control.

Halfway Halt was for Borritos and despite the visit to Subway - James the tapeworm still managed to eat all that was placed before him plus a side order of chips!





A steep uphill section took competitors to the NAM at Dalton Sq. All competitors took the short cut to the Control and failed to find the first CB. The Time control was at the 'Borough'



Maurice Ellison didn't make it past the Borough and retired claiming a slipping crutch was causing him to drop time. (He limped away back to Bolton-le-Sands in a Taxi) The rest carried on bravely to the finish before another coach trip back to Preston

Notable competitors missing this round of the Beer Rally Championship were Paul Buckel and Tony Vart who claimed to have some other event to do . . .

C of C Matt Broadbent put on an excellent route with some challenging twists.

Next Round Sat. 31st August, venue Clitheroe

# Whats on at CDMC

Tuesday June 4th Winstanley Garage BBQ

**Tuesday June 11th Committee Night** 

Tuesday June 18th G&PMC Memorial Rally Forum

Tuesday June the 25th Night @ Stubbies

Sunday June the 30th Burnt House (Ingleton) Car Trial

# Whats been happening at CDMC in May

# Tuesday 28th May Catch-Up Forum

Great turnout for a catch-up forum...Dom (Martini) Mctear regaled us all with tales from the 061 where he arrived at the start venue dressed in a costume from "It aint half hot Mum" (think khaki shorts and legs like my mums old table...) and surprised a well known female codriver as he attempted to enter the same loo as she happened to be just in the process of alighting from it....she took all day to recover by all accounts! Gribby and Tel enjoyed their brief run on the 061 but retired with shaft problems (age related I suspect ) whilst Tel also struggled to explain how on the Manx they managed to finish just seconds in front of a Hillman Avenger in the Darrian! Young Hewlett needs to get out more as his legs looked like two woodbines, but he enjoyed the 061 until the exhaust cried enough...some debate re Targas followed with mixed opinions re road miles/rough tracks/entry fees etc. To cap off the evening one half of the Colgate girls told us all how impending Grandmahood meant she wouldn't be giving up drinking as she demonstrated on the Manx by trying to get into her hotel shedded just before breakfast after the early retirement of the Mini. Oh and John Hargreaves snores a lot apparently

# Tuesday May the 21<sup>st</sup> Autotest, PCA, AutoSolo At Bentham













# Airedale & Pennine MCC

# the Rock & Heifer Inn,

Rock Lane, Thornton, Bradford, BD13 3RH

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

# Rock & Heiffer Next PCA 7th of July

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

Entries - John Rhodes : rhodesj3@sky.com



# **WALLASEY MC**

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

# **Liverpool Motor Club**



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

### **Marshals:**

**Liverpool Motor Club needs you!** 

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

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

Motorsport UK registration is not re-

quired; inexperienced marshals will always be placed with our regular marshals.

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

Interested? For more information, see our website at <a href="https://www.liverpoolmotorclub.com/marshalling">www.liverpoolmotorclub.com/marshalling</a>

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

# **Matlock MC**

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





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

### **Bolton-le-Moors CC**

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





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

The Poachers,

Cuerden Way, Bamber Bridge, Preston PR5 6BA

# **Warrington & DMC**

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



Wern Ddu PCAs
13/14th July
15th September
27th October

# 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



### Friday 17th May

Several of GPMC members attended the Space Spring Ball at which they presented a cheque to the Space Centre for £2290 which was money kindly donated from the North West Stages in recognition of providing car park marshals at the last minute, and from GPMC themselves who have for several years supported this worthy charity.





# **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



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



# Lancashire

Automobile Club



June 9<sup>th</sup>
Manchester to Blackpool

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

Some great 'new' roads along the way.

Simple tulip navigation with supplementary written directions

# July 13<sup>th</sup> Coast to Coast

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

Simple tulip navigation with supplementary written directions

# September 20<sup>th</sup> - 23<sup>rd</sup> Highland 3 Day Tour

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

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



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

South Shore members recorded some mixed results during May as they ventured across the Irish Sea, well as far as the Isle of Man that is, north to the Scottish Borders and south, as far as Wigan!

John Stone headed over to the Isle of Man in order to contest the Manx National Rally together with Jack Morton in his Legend Fires Ford Fiesta WRC. Sadly, the pair were forced to retire mid-way through the event when their car developed a turbo problem. Retirement also came on the Manx event for Chris Ford and co-driver Neil Colman owing to exhaust problems with their Ford Fiesta R5.

There was some good news from South Shore members who contested the Chris Kelly Manx Memorial Rally. Mark Holmes and Craig Simkiss finished eighth in their Ford Fiesta S2000 while Callum Cross guided Nissan Micra pilot Mark Smith to third place in Class ckA.

Quentin James and Tom Howe made the long trek to Berwick-upon-Tweed, England's most northerly town (so far north it's football team competes in the Scottish League), in order to contest the Berwick Targa Rally. Saturday's opening leg headed north into Scotland for a programme of five tests and a complex regularity that utilised the roads in and around the Crystal Hill Wind Farm in the Lammermuir Hills. The Shore duo put in a superb performance finishing the leg third overall in the Targa Rally standings





Starting from Berwick Quayside, Sunday's leg stayed on English soil for a thirteen-test schedule that encompassed two further regularity sections. A wrong slot close to the end of the third regularity cost James and Howe a one minute penalty but they showed their pace with a brace of second fastest test times. The second of those came on the final test of the rally at Shielfield Park, home of Berwick Rangers Football Club, where the speedway circuit was put to good use.

Unfortunately for the Shore duo their test times couldn't make up for that regularity penalty and they brought their Citroen C2 GT home sixth overall, from 31 starters, in the final results.

Closer to home, Barry Armer teamed up for the first time with VW Polo driver Calvin Woods in order to contest Wigan & District Motor Club's Cetus Stages at the Three Sisters Race Circuit. After winning the first in Class B awards for up to 1400cc cars Woods was full of praise for his co-driver pointing to his encouragement to "push on for the win" as a telling factor in their victory. South Shore members also played their part in the running of the Wigan event with a number donning safety marshal tabards.

# 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 194 – Monday 1<sup>st</sup> July

### **Grass Trials**

These are held at farms just north of Knutsford on a Monday evening start time 19.00hrs. Clubman Permit GA 193 – Monday 3<sup>rd</sup> June Dates

GA 195 – Monday 5<sup>th</sup> August



# Sprint & Hillclimbing

### **April: With Nigel Fox**

The sprint season kicked off with the Longton and District Motor Club weekend (6<sup>th</sup> and 7<sup>th</sup> of April) at the fantastic Anglesey race circuit.

The Friday afternoon tow down seemed to avoid traffic problems, but the trailer seemed pretty lively, swinging the tow car around at any speed. The enclosed trailer is set up for he Caterham and the only way the Formula Ford fits in is forward, meaning the weight of the engine is right at the back of the trailer.

When I arrived at the circuit I was greeted with the sight of acres of newly tarmacked paddock. Facilities are second to none with garages for rent, free electricity hook up and a good quality café and bar.

After dropping my trailer off I headed for the brand new Premier Inn in Holyhead as my camper is awaiting a new turbo.

Saturday morning dawned bright and cool, I was informed at scrutineering I now needed a Motorsport UK vehicle passport (log book), which in previous years wasn't required. Nevertheless the paperwork was completed by the ever helpful scrutineer Chris Mansley and all was well.

Saturday and Sunday were two separate events, Saturday being 1.2 miles of the national circuit and Sunday 2.1 miles of the International circuit.

After a briefing from clerk of the course David Taylor the event was underway with typical Longton efficiency. I was driving my Van Diemen RF89 in the pre-1994 Formula Ford class. In total there were 4 entries in the class. I'm entered in the Longton, Liverpool, HAS, SD34 and ANWCC speed championships.

The day was relatively uneventful and after one practice and a further 5 runs I finished in second place. This was however 3 seconds slower than Phil Nelson in his Hawke DL2B which shows how much I have to learn to get the best out of one of these cars.

Sunday was again bright and cool. On the longer and faster international circuit after one practice and 6 timed runs I was second again to Phil, 5 seconds of his pace on the longer course and 16<sup>th</sup> overall out of around 80 entries.

The third event of the month was the Liverpool Motor Club sprint at Aintree on 27 April. This is another club well known for is efficiently run events and value for money. Unfortunately storm Hannah decided to time her arrival in the UK with the event and the day was marred by strong winds and rain.

To sort out the trailer I removed a bolted in tool cabinet, moved the wheel chocks forward and loaded the Formula Ford into the trailer backwards. The weight of the engine is now right between the front pair of trailer wheels. The trailer was stable at any sensible speed a Ford Ranger could manage, even in the strong winds.

At scrutineering the bad news from Chris Mansley was that motorsport UK had rejected my logbook application on the basis that they don't hold a certificate for the rollover protection system (ROPS). The MSA logbook requires the rollover protection to be either as shown in their handbook or a design that has been tested to demonstrate its strength. Mine falls into the latter category so I will be searching for the certification this week. If it is not found I won't be allowed to compete further. Around 100 RF89s were built and many are still in use in the UK, so someone must have a certificate.

The Formula Ford class had five entries. After two practice and at least 5 timed runs I was second by a couple of seconds to Geoff Ward in his Swift. This was very encouraging and perhaps a sign of progress. I even got a very nice glass trophy.

Events in May will be the MG Car Club meeting at Anglesey then two trips to Blyton in Lincolnshire for the Longton and Huddersfield Motor Club events.

Don't forget anyone can enter a sprint. All you need is an MSA licence and pretty much any car. There is a class for anything and everything.

# **Sprint & Hillclimbing**

**May: With Nigel Fox** 

The first weekend in May saw me back at the fantastic *Trac Mon* circuit on Anglesey for the MG car club sprints – Saturday two laps of the National circuit, Sunday one lap of the high-speed International GP circuit. The issues raised by Motorsport UK had been resolved, a test certificate for my design of rollover protection was indeed in existence and the required vehicle passport (logbook) had been issued.

I had arranged to share a garage with contenders in the cross-border speed championship, which as well as keeping out of any weather makes life easy and is usually a good laugh. I was grateful to Dave Exton,



XBC championship co-ordinator for helping me get my seatbelts done up throughout both days, more on seatbelts in a moment.

The weather gods smiled on the meeting and both days the weather was cool but sunny. In the pre 1994 Formula Ford class there were just two entries, me in the 1989 Van Diemen, and Geoff Ward in his 1992 Swift. On both days Geoff was a little quicker than I was, and as I knew at the beginning of the season, he is the man I need to beat. Nevertheless, it was a great weekend; my car ran well all weekend with no damage or faults.

Next up, another double header at Blyton, the former Lancaster bomber airfield near Gainsborough in Lincolnshire developed into a race circuit by Richard Usher, and now owned by up and coming race car manufacturer Ginetta.

The meeting again was made up of separate events on the Saturday and Sunday – the rather tortuous Eastern circuit on the Saturday followed by the free flowing and better in my opinion, outer circuit on the Sunday. The event was organised by the Longton and District Motor Club and featured the slick organisation we have come to expect from Clerk of the Course David Taylor and his team. Despite the presence of the big boys and girls of the British Sprint Championship, we still managed 5 timed runs each day. David even found time to do up my seatbelts up on one occasion.

I found that my car felt a bit sluggish round Blyton and was suffering from the gearing being too high. Once again, I was beaten by Geoff Ward. Thanks to Geoff though for tirelessly helping me with my seatbelts and for sharing his information on gear ratios. I missed the last couple of runs on the Sunday afternoon when my starter motor developed the "click of death". I have since borrowed a spare from RSM Motorsport in Morecambe.

I have found that with the limited space in a Formula Ford, it is impossible on your own to do up your own seatbelts. Single seater belts have a loop on the crotch straps which is threaded through a buckle and secured to the lap strap. I always had to look for someone to help with this. After discussion with the belt manufacturer, TRS, they made a saloon car style harness for me with the buckle attached to the crotch straps, and after returning it to have the shoulder straps made longer, I can now do up my own belts!

Final event in May will be the Huddersfield/York Motor Club event at Blyton again on the bank holiday Monday at the end of May. I'll cover that in my June report. In June I will be at Barbon Hill climb and Three Sisters. Both these events require much lower gear ratios. The Hewland (LD200) gearbox is designed to allow all ratios to be changed so I will be fitting lower 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> gears. I didn't have any other ratios so have sourced a brand new 2<sup>nd</sup> (£166 unless my wife is reading this), and 3<sup>rd</sup> and 4<sup>th</sup> supplied by Dave Harwood at RSM in Morecambe. I'm not sure if they are rent or buy. Dave is also going to give me a lesson in changing ratios.

In June, after the Barbon hillclimb and Three Sisters sprint, I'll be back at Aintree circuit when the higher ratio gears will be back in.

Nigel Fox: Clitheroe & DMC

# **Aintree Sprint Report**

27th April 2019

### Return of the Jedi as Storm Hannah attacks

Report by Steve Wilkinson

As I arrived at the track it was raining.

It rained on and (only very occasionally) off throughout the day. Throughout the entire day there was a oblique headwind of mammoth proportions across the Railway Straight. As I left the track after the prizegiving it was still raining! One thing was for sure there would be no new class records. Of the 91 entries 3 withdrew, 5 Did Not Start whilst 4 Retired after practice. All this meant that the meeting had a disjointed look but despite this there were some very entertaining battles. Kicking off the pre-lunch timed run were the Standard Car classes. Class record holder in SA, Chris Smith, was quick off the mark and despite not improving after lunch took the win whilst NSCC stalwart Gordon Peters, now driving a nifty FIAT 500 Sport, was a close second and Clive Plestedd (MG ZR140) third. In SB Paul Gorge took the lead which he extended on his third timed run. Newcomer to Aintree, Sherief Megid in his Clio, held second throughout ahead of Doug Gorge and David Goodlad. In **SC** Aintree debutante Zoe Shearman in her Toyota MR2 held the lead throughout setting her best time on the fourth run and leaving Peter Messer nearly two seconds adrift.

Into the Road-going classes and in 1A Martin Rowe was stunningly quick in his Peugeot 106 Rallye and on his first run got to within 2 seconds of the class record! Keith Waters was back after nearly a ten-year absence with his Metro and took a well earned second ahead of Andrew Rollason (Ford KA) and Peter Houghton (Mini) who were separated by just 0.2 seconds. In **1B** Ian Butcher set the pace before lunch extending his lead on his third effort. Initial second placed Russell Thorpe packed up at lunch time as he was attending a wedding and this left the door wide open. Alex Thornton slipped through in his Civic to snatch second whilst Michael Thornton held fourth throughout. In 1C the 1-2-3 was settled on the first runs. Class winner Alex Gilchrist-Jones put in four cracking runs with his fourth marginally quicker than his first to extend his lead. Andrew Hollis in his 'new' Volvo 940 (aka The White Brick) was second whilst Aaron Perrott closed-in in third with his Aston Martin Vantage. Mark Livesey, taking part in his first sprint, took fourth in his Audi A4 Quattro.

In **1D** the plethora of MX5s had to give best to the two Honda S2000s. Class record holder Roger Fish was the quickest on every run and just kept Michael Thomson at bay by a meagre 0.15 seconds. Top MX5 was Aintree debutante Duncan Morgan who was the only other driver to break the 60 second barrier whilst Phil Howarth came home fourth just 0.37 seconds of making it four! Into **1E** and it was Keith Calder in his recently acquired Audi TTS Quattro that set the pace from the start. He extended his lead on his fourth and final run to keep the rest at bay. Second place was held throughout by Dave Exton in his recently acquired Nissan 350Z and his four runs, all in the 58 second bracket, were the mark of consistency. Nathan Warburton snatched third in the TVR Griffiths on his final run as John Williams (350Z) sat out the third and fourth runs.









**Continued on Page 24** 

# Aintree Sprint Continued from Page 23

In the Elise derivatives class Robbie Birrell in his Exige V6 Cup only took the one run leaving Rob Holt's Elise in his wake. Just two runners took to the track in class **2A** for the smaller capacity Kit Cars. Both drivers took just two runs and it was Martin Walker in the Westfield who emerged victorious with Daniel Hollis second in his Caterham. Clive Glass took a solo class win in **2B** to round off the Road-going classes.

**Mod Prods** were thin on the ground. In **3B** John Moxham took a solo win and there were solo wins for Graham Kearsley in **3C**, Paul Boscott in **3D** and David Welton in **3E**. Chris Griffiths took **3G** in his Duratec powered Westie whilst Mark Davenport, in the neat and tidy Sylva J15 with Honda S2000 power, was second and Les Golding third in his Caterham. In **3H** Harry Moody had Chris Boyd co-driving his Westfield Megabusa. Both only took the one timed run and it was Moody in first.

With no Sports Libres entered it was now time for the **Racing Car classes**. In the **Up to 1100cc class** we lost two drivers in the one car when Tomos Brogden spun out and clipped a bank in the Jedi. Stuart Bickley was terrific in his one-litre Jedi and stormed his way to not only the class win but a thoroughly deserved FTD. Daniel Williams was equally impressive in his 600 Jedi which is currently for sale. In the **Formula Ford 1600 class** the pre-lunch run was decisive. Geoff Ward was on form and took the class win whilst Nigel Fox, making his Aintree debut in his recently acquired 1989 Van Diemen, took a fine second place. Graham Curwen took third ahead of the usual suspects. None of the remaining entries in single seaters took to the track in either practice or the timed runs.

Into Classic Road Car territory; Edward Roberts, competing in his first sprint since 1973 took his smart Triumph Stag to the win ahead of Phil Cheek in his 'works replica' MGB Roadster. We had a nice selection of Classic Racing Cars out however, Rod Stansfield practiced but then retired his lovely Elva, Jonathan Baines in his FF2000 Royale took the win ahead of Edward Lea in the FF1600 Lotus. Anthony Taylor only took the pre-lunch first run in his McLaren M1b Can-Am car which must have been handful in the conditions as it resembled a speed-boat as it flew down Railway Straight en route to third.

The two "guest classes" rounded off the meeting. In the **Aston Martin Owners Club** Speed Series class, we had just one Aston – Nigel Dowding in his historic and well travelled 1934 Mk II which put the rest to shame as he took all four timed runs in the super little open topped car. Up front Class Record holder Tom Whittaker was now running a Lotus Exige V6 and duly took the class win. Peter House in his VW RSi Beetle was second and Andrew Forret third in his BMW. The final class for runners in the **TVR Car Club** Speed Championship mustered just two entries. John Carter took the class win in his rumbling TVR V8 S whilst Bill Campion was Mr Consistency with his four runs covered by just 0.75 seconds.

With so many competitors opting out of their later runs as the weather took a turn for the worse, we finished early.

A huge 'THANK YOU' goes out to the marshals and organisers who braved the elements to let the event take place. Their sterling work both during the event and in packing up were appreciated by all. Hopefully they will have dried out when our next sprint rolls round in June!











Photos Courtesy of Brian Taylor White Dog Photography <u>b.taylor60@aol.co.uk</u>

Steve Wilkinson www.facebook.com/Sprinty

# **Random Aintree Sprint Photos**

















### **Bala and District Motor Club's**

# Quarry Explorer Rali Cwm Cynfal Targa Rally

**Charity wins again at Local Rally** 

Last weekend saw the third running of Bala and District Motor Club's Quarry Explorer Rali Cwm Cynfal Targa Rally. The rally started and finished in Blaenau Ffestiniog with a halfway halt in Bala.

The event ran 14 tests including the well known WRC test in Mynydd Llechi, Blaenau Ffestiniog. The Ranges Motorsport Centre test in Trawsfynydd and several private farm tracks in the Trawsfynydd and Bala area.



As ever the sole purpose of organising the event was to raise money for The North Wales Air Ambulance and once more a substantial sum of £1000 was raised for this worthwhile cause.

56 crews took to the start of the event, with crews having travelled from as far as Yorkshire to compete on the event. After a day of close competition the event was won by Mold's Howard Price partnered by Baz Green from Abergele in a Subaru Impreza, they were followed home by local crew Telor Pugh and Cartin Price who also took the expert class in their Seat Ibiza, third overall was taken by another local crew Rheinallt Davies and Will Taylor in a BMW Compact, who in turn also took the semi -expert class.

Rounding off the top 3 in the expert class were Denbigh's Brynli Thomas and Daniel Lea in second and Iwan Bont Roberts and Steve Griffith in third. In the semi expert class, second in class was taken by the Llyn Peninsula crew of Gwynfor Jones and Dafydd Evans, with the local crew of Arwyn Williams / Dylan Williams taking third in class.

In the novice class the top podium step was taken by another local crew – Dyfan Williams and Keith Morris, second in class was taken by Llanrheadr's Rob Bryn Jones and partner Lauren Hewitt, rounding off the class in third position was another local crew – Gwynant Jones and Aaron Roberts. The mixed crew award was taken by the husband and wife team of Stephen and Helen Kerr and the spirit of the rally award was won by another local crew – Dewi Jones and Ceri Hicks.

A spokesman for the club said "we are extremely grateful to our sponsor – Mr Michael Bewick of The Quarry Explorer, all land owners and the Officials and Marshals who helped us on the day – without a combination of these it would not have been possible to raise a significant amount on money for such an important charity in our rural communities".



Pictures above; Winners of the event Howard Price / Baz Green Courtesy of Aled Evans photography. All event award winners with £1000 cheque for The North Wales Air Ambulance courtesy of G Price photographs

For further information please contact Bala & District Motor Club Secretary – Emyr Hall – 07798 768184 / emyrhall@aol.com

# JOHN OVEREND MEMORIAL RALLY 12TH MAY 2019

Car 34 Ford Fiesta MK1 Steve Kenyon / Jonathan Cragg

Again bemused at being seeded car 34 out of 53 in the slowest and least powerful car entered.

So looked like another day watching the mirrors although at some point on all multi use venues there will always be cars being passed. Melbourne is another venue I had not been to before but somewhere I fancied a go at. Unfortunately we arrived at the venue after scrutineering had closed on Saturday due to a combination of having to work and a delay collecting trailer. We set up service area for Sunday and retired to our digs for the night.

Waking on Sunday to a bright and sunny day we headed back to Melbourne where noise and scrutineering passed without drama. After the drivers briefing we had to wait for the juniors to complete the first pair of stages before we got our first taste of the mixed surfaces Melbourne had to offer. First lap on stage 1 and went in a bit hard at a bus stop chicane and had to cut across the grass to avoid tractor tyre on exit, but settled down for the rest of the stage, getting passed by several cars including the 1600 Escort which started 30 seconds behind us.

Stage 2 passed without incident other than being passed by various cars including those starting 30 and 60 seconds behind us, but improved our time by 12 seconds.

Stage 3 saw us clip a straw bale on the exit of a chicane, knocking bumper end cap off and pushing drivers mirror in so unaware of catching car until the sound of a vigorously applied air horn alerted me and I duly got out of the way.

Back in service a quick once over showed no damage to worry about other than missing bumper end cap (which was returned by a marshal after stage 4. which saw us improve our time by 3 seconds and also gain a broken headlamp due to stones thrown up by a passing car.

In service where we had a 2hour break, plenty of time to refit bumper cap and re align wheel arch extension which had been knocked out by tyre catching it under compression in pot holes.

We headed out to the arrival ready to book in to stage 5 at our

We headed out to the arrival ready to book in to stage 5 at our due time to be met by a long queue and the realisation that the juniors had not started stage 5 yet due to course/safety car not being happy with stage.

We eventually started stage 5 another hour later, it was on lap 2 where things took a turn for the worse, when coming out of the long hairpin left at the end of the runway The front broke away and headed to the outside of the stage where a large gate







awaited, a combination of braking handbrake and dropping a gear saw the car regain forward motion, just as we got on the grass, felt I got away with what looked like being a biggy and just clipped a gate post with back wing, loosing end cap, back light and mud flap, happily missed the wheel also.

# John Overend Rally Continued from Page 27

Stage 6 an7 ran without drama although time was getting on by now. Amazingly stage 8 also ran. Just looking to have a steady run to finish the day when exiting the section of stage of our previous incident I allowed 2 quicker cars to pass before the 90 right, which both slowed down way more than I intended to do and in0 avoiding going in the back of the second car I hit the tyre marking the gate on exit of the corner, resulting damage to front wing, bumper and another end cap lost, luckily again no

suspension or wheel damage and we successfully finished the rest of the stage just before 7pm. A quick pack away of the spares and car loaded on trailer before checking results. Happy with 30th overall and 1st under 1000cc, but no awards for this class as they amalgamated 1000 & 1400 classes for awards in which we finished 2nd (out of 3 finishers).

So just before 8pm we set off back to Preston, after a good days rallying but I felt the organisers should have shortened the 2 hour lunch break to make up for the time lost at the beginning of the day and while they recovered the junior car which rolled on stage 2. A bit of body repair to do before Solway Coast Rally in August.

Words- Steve Kenyon: G&PMC Images- Steve Kenyon & Kevin Money

I've been prescribed anti-gloating cream. I can't wait to rub it in.

People said I'd never get over my obsession with Phil Collins.

But take a look at me now

I didn't think vodka could help with my problems

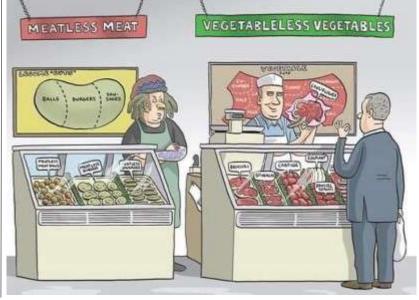
But it was worth a shot.

Why did the Mexican take his wife to the cliff top?

Tequila ...







# Jason Pritchard extends Championship lead after recordequalling fifth Manx National victory

Jason Pritchard has extended his lead in the Protyre Motorsport UK Asphalt Rally Championship after taking maximum points on both days of the double-header Masterpixel Media Manx National Rally – with his latest win on the Isle of Man equalling Kenny McKinstry's five event victories.

The Builth Wells driver had opened up a 57 second lead after a slippery points-scoring first eight stages on Friday, and had to do it all again if he was to score another maximum points haul on eight dry and fast stages on Saturday. After a faultless first day, Pritchard lost time when his North Road Garage Ford Focus WRC05's launch system failed on SS10 and then he left his braking a little bit too late for a corner on SS11, locked up and stalled the engine. His gave his rivals a glimmer of hope, until he and co-driver Phil Clarke put their foot down in order to regain lost time and ensure another incredible victory on the Manx Auto Sport-organised event.

The Manx roads are a favourite for Jamie Jukes, and he jumped at the chance to come and test the Mitsubishi Mirage for the Spencer Sport team. Together with James Morgan, Jukes picked up points for second place on Friday and fourth on Saturday, and was equally as pleased with the development work they'd achieved. Making set-up changes before most stages didn't always work, one contributed to a spin on Saturday for example, but most did, as they demonstrated what a fantastic car the Mirage is with some stunning times and the overall runners-up position. Which, given the number of World Rally Cars on the event, was an impressive achievement.

Hugh Hunter/Rob Fagg picked up fourth placed points on Friday night. When their ex-François Duval Focus WRC05 was going well, they were flying – but that was far from the case most of the time. A multitude of problems, including steering issues, a long brake pedal, stalling at a hairpin, problems with the light pod and then hitting a kerb hard cost them over four minutes on Friday, so scoring 26 points was just reward for their perseverance. Saturday started almost as badly, with more brake problems, and a stall and one minute lost on the opening stage of the day. But thereafter the Ruthin driver flew, with the set-up changes made to his P+R Benn-prepared exworks Ford helping him set three fastest stage times as he climbed back to fourth overall – and scoring second placed points on Saturday's Round 3.

Alan Kirkaldy/Cameron Fair dominated the R5 category on both days. The St Andrew's pilot knew he'd be caught on Saturday by Hunter, as the faster stages weren't so suited to his Cairnsmill Caravan Park Fiesta R5, but two third place finishes gave him a total of 54 points over the weekend, moving Kirkaldy into second in the overall drivers' points table.

Neither of his R5 rivals reached the finish. Chris Ford/Neil Coleman had swapped their Century Hose-backed Subaru Impreza WRC S11 for a Fiesta R5, and in very tricky conditions had quickly got used to the new machine on Friday night. Unfortunately a broken exhaust put them out on Saturday.

David Hardie/John McCulloch continue to get used to their left-hand drive Fiesta R5, and survived Friday despite the car bottoming out and struggling through SS7 and 8 with no main beam.











#### Manx National Continued from Page 29

They looked destined for a good finish, before rolling near the start of the penultimate stage. A few miles further along, Jody Bowcott/David Millard also rolled their Proton Satria S2500, blocking SS15 as their Garden Exteriors-backed car was left stranded upside down on a narrow section of road.

Damian Cole had launch system issues with his Get Connected/Energizer-backed Ford Focus WRC05, which after a long delay getting away from SS2 saw him down in 16th place overall. A change of clutch at halfway service didn't cure the problem, but he and new co-driver Max Freeman pushed on and had climbed up to seventh overall by the end of the night – collecting points for fifth. The fault was traced to a sensor on the clutch pedal, and once that was put right Cole was able to get cleanly off the start line – eventually finishing seventh overall and more points for another fifth place, which sees him hold a strong third in the drivers' series.

Wayne Sisson/Neil Shanks scored sixth place points on Friday night in their AMS Arnside Motorsport Mitsubishi Lancer Evo 10. Two spins and an overshoot on the second loop cost them places, as they finished the first day just 0.3 seconds behind Cole and 13 seconds behind Hunter. The B14 class car doesn't ride the bumps and jumps as well as the World Rally Cars and modern R5 machines, but Sisson drove brilliantly to finish eighth overall.

Bob Fowden/Den Golding had a troubled run on Friday night, starting with intercom issues on the first loop and then a more serious mysterious problem with their Subaru Impreza WRC S11 not warming up to full operating temperature and running significantly down on power. It left them in 15th place overall after day one, although Saturday was much better – if not perfect, as the power steering was playing up under severe braking. They were first on the scene of Bowcott's accident and stopped to warm others of the danger and having been giving a notional time they finished 11th overall.

John Stone was having a magnificent run in his ex-Mikko Hirvonen Fiesta WRC, despite hitting a sheep on SS4. However, turbo problems with his Legend Fires-backed machine saw him and co-driver Jack Morton park up by Little London, and they didn't restart on Saturday.

Oli Hopkins/Ian Taylor hit a bank on SS2 and then landed their Hopkins Motorsport-owned Mitsubishi Mirage on its nose on SS3. Having initially wrestled with the car and the conditions, everything clicked halfway through SS8 and they had moved up to sixth in the overall points table after Friday's stages were completed. After a fantastic start to Saturday, they drifted wide and clipped a kerb on SS11 – which cost them over five minutes, as they had to change a wheel and make emergency repairs. They still finished 22nd overall and picked up more valuable points.

John Indri/Matthew Smalley arrived into service after SS4 with smoke signalling a second turbo issue in as many rounds in their Mitsubishi Mirage. They didn't return, but instead lost no time in trying to get to the bottom of the problem.

On their first appearance in the Asphalt Rally Championship since 2014, Darren Atkinson/Phil Sandham scored maximum B13 class points on Friday, finishing day one a fantastic 10th overall in their Atkinsons Sandblasting/Dennison Trailers Escort Mk2. They continued their brilliant run on Saturday, finishing eighth overall and sixth in the points table to now lead B13.

Mark Jasper had a lot of "niggling problems" on Friday night in his Smith & Jones 2.5-litre engined Escort Mk2, although the master baker from Stafford still collected second place B13 class points. Together with Don Whyatt, they went out to give it a good go on Saturday, but retired when problems continued.

John MacNiven was aiming for a good run in his two-litre JAM Drilling Subaru Impreza, but the car picked up a severe misfire early on Friday, with a loose connection on the coil pack putting it onto three cylinders. They fixed the problem at first service, but attempting to top up the new gearbox with oil saw him go OTL. Together with co-driver Graeme Kermode, the Oban driver returned on Saturday, but retired with, would you believe it, gearbox problems.

Tim and Jack Waters were forced to park their V6-engined Renault Sport Clio by the side of SS3 when the fly-by-wire throttle system failed. To make matters worse, last year's B14 runners-up were stuck in the stage until 1am before the roads were re-opened and their service crew could come and rescue them. They were on a ferry home eight hours after that.

Despite losing the brakes for three stages (SS6-8), costing two seconds per mile, Jonathan Stepney won the B12 class on Friday night by six and a half minutes in his self-built, Motorhome Services Scotland-backed, 1.9-litre engined Peugeot 205 GTi. Co-driven by the vastly experienced Aled Davies, the Perth-based driver continued his fault-less drive to the finish, to win his class again on Saturday.

Defending B12 champion Mike Pugsley survived a big moment on SS7 when he hit a patch of standing water at speed in his 1974 Escort Mk1 RS2000. His road rally experience came to good use, maybe a little too good as he kept catching the car ahead of him in the dark, to finish day one in a strong position. On Saturday he and co-driver Marc Clatworthy lost over 10 minutes when the alternator came off on SS11. Pugsley was pleased, if not slightly relieved, to reach the finish, after oil pressure problems added to a tense final day. Two second place points finishes see the Welsh driver continue to lead the B12 class after three rounds.

John Devlin had contested the Manx National twice as a co-driver, but this was the Banbridge man's first attempt at the event as a driver. Co-driven by Ashley Trimble, he had a great run in a 2-litre Escort Mk2 to win the B11 class on both Friday and Saturday. While Trimble has a healthy lead in the co-drivers' section, Devlin is just one point behind Geoff Glover in the B11 drivers' category. The rear-wheel drive Astra pilot had another extremely good event and together with Keith Barker on the notes survived a late steering concern to continue his 100% points scoring record.

Phil Turner/Ryan Griffiths took second place B11 points on Friday in their Toovey Race Engines/ST Motorsport-backed Escort Mk2, despite hitting some debris in the middle of the road on SS8 – which punctured a rear tyre and ripped a big hole in the wheel arch. They were worried that the differential might have been damaged, and retirement on Saturday proved that it had.

Continued on Page 31

#### Manx National Continued from Page 30

Paul and Julian Doroszczuk were flying in their Drockspeed Motorsport Escort Mk2 and were delighted that their normally aspirated Cosworth engine was working perfectly and losing no oil, despite only 18 miles on the clock since a major rebuild. They lost a lot of time on each pass on The Cronk stage on Friday night, as they just couldn't get the power down in the wet roads on slick tyres. After all their hard work rebuilding the engine for this event, it was heart-breaking that head gasket failure forced them out on Saturday.

Rhidian Daniels/Tomos Whittle were one of the stars of Friday night, finishing a superb 19th overall in their little Citroën C1 Max, which enabled them to extend their B10 class lead. They were unable to repeat it on Saturday, as engine problems forced them out. Adrian Drury/Cat Lund broke the top mount on their Drury Deliveries Peugeot 106 GTi on the shakedown stage and had to make emergency repairs that they hoped would last all event. They finished Friday's leg, despite alternator problems, a puncture and the car jumping out of gear, but a snapped throttle cable eventually stopped them in their tracks on Saturday's opening stage (SS9). With both crews not finishing Saturday's leg, Daniels still leads B10.

Will Mains declared himself an "island virgin" as he started his first ever rally on the Isle of Man. A double 1400s class win was the aim, and he and co-driver Claire Williams set off at their normal giant-killing pace in their Ray Thomas & Sons/WCS Environmental-backed Vauxhall Nova – although a lack of grip was a major issue on the opening stages. The car felt a lot better in the dry on Saturday, as they continue to dominate the class.

Jason Pritchard (1st) said: "It's a fantastic feeling to win the Manx National Rally five times and to equal Kenny McKinstry's record number of victories. Hopefully we've got a few more wins in us yet! I love driving this Focus WRC, I love driving these Manx stages and when the two combine it's just such a pleasure to do. It's not easy to win here, but when it all clicks you feel in a comfort zone and it's the best feeling in the world. Losing time with a launch problem and a stall with the overshoot on day two made it difficult to work out exactly where we were in terms of the Asphalt Championship points, but we gave it a good go on a couple of stages to try and make the time up and ensure we came away with maximum points from both days."

Jamie Jukes (2nd) said: "To be the best of the rest behind Jason is a fantastic result for the Mirage and realistically the best result we could have hoped for. I'm really pleased for the team, because they have worked hard on this car and you can see in the stage times how much it has leapt forward. Because the opportunity to test on Tarmac is so limited, and we have a very good engineer in the car co-driving, we have experimented a lot with set up on this event and we now have an extremely good car. I'm also pleased for myself — Jason is far better than your normal clubman and an extremely efficient and effective driver, so to finish behind him on the Manx National is no mean feat."

Hugh Hunter (3rd) said: "After the start we had on day one, it's incredible to come away with an Asphalt Rally Championship podium finish and fourth overall on the rally. Having somehow got through Friday night, on the first stage on Saturday we lost a minute when we stalled at a hairpin – but after that we had good clean stages, a really good battle with Jason and I was pleased to be swapping times with him. I've never been to Belgium, so I now quite fancy going to Rally van Wervik as it's something I'd like to experience."

Two camera crews and a drone captured some stunning live action footage from the event, all of which is still available to view on the Special Stage Facebook page.

Round 4 of the Protyre Motorsport UK Asphalt Rally Championship is the Woodstoxx – Motul Rally van Wervick in Belgium on 15 June.

2019 Protyre Motorsport UK Asphalt Rally Championship Regulations and Entry Forms are available to download at: asphaltrallying.com

#### 2019 Masterpixel Media Manx National Rally

Top 10 Protyre Motorsport UK Asphalt Rally Championship overall finishers

- 1. Jason Pritchard/Phil Clarke (Ford Focus WRC05)....1hr 54mins 33.7secs
- 2. Jamie Jukes/James Morgan (Mitsubishi Mirage)....+3mins 19.8secs
- 3. Hugh Hunter/Rob Flagg (Ford Focus WRC05)....+5mins 01.7secs
- 4. Alan Kirkaldy/Cameron Fair (Ford Fiesta R5)....+5mins 20.9secs
- 5. Damian Cole/Max Freeman (Ford Focus WRC05)....+6mins 13.4secs
- 6. Darren Atkinson/Phil Sandham (Ford Escort Mk2)....+7mins 27.8secs
- 7. Wayne Sisson/Neil Shanks (Mitsubishi Lancer Evo 10)....+7mins 29.6secs
- 8. Bob Fowden/Den Golding (Subaru Impreza WRC S11)....+9mins 32.0secs
- 9. Oli Hopkins/lan Taylor (Mitsubishi Mirage)....+21mins 31.5secs
- 10. Jonathan Stepney/Aled Daves (Peugeot 205 GTi)....+25mins 01.8secs

# 2019 Protyre Motorsport UK Asphalt Rally Championship Overall driver points after Round 3:

- 1. Jason Pritchard....90pts
- 2. Alan Kirkaldy....80pts
- Damian Cole....78pts
- 4. Wayne Sisson....70pts
- 5. Oli Hopkins....58pts
- 6. Hugh Hunter....55pts7. Jamie Jukes....54pts
- 8. Darren Atkinson....47pts
- 9. David Hardie....45pts
- 10. Bob Fowden....45pts







### **Apprentice C-Driver Training**

Just back from another great weekend at my second home.

Apprentice co driver for this years national in the shape of lain Macleod from St Andrews. This was to be lain's first ever event so it was going to be in a (In at the deep end experience )

Arrived on Wednesday to heavy rain, but Thursday morning was a little brighter for recce. We did one pass over all the stages, and the road sections just to make sure he was ok with everything. Scrutineering done and out of the way on Thursday night, so we could have a lazy day on Friday before the start.

The forecast was good for the weekend but on Friday morning we awoke to more rain which luckily cleared out by mid afternoon.

On the run out to Druidale I thought the car seemed a bit sluggish and on arrival at the stage start I noticed the n/s/f front calliper was sticking on a bit.

It Seemed to free off as we got into the stage, but on arrival at finish the front brakes were nearly on fire. Took it steady down into Ballaugh but pedal kept going to floor due to boiling the fluid. Not a good start  $\Box$ .

Out with the wheel brace to give the caliper a beating before SS2 seemed to cure the problem . Stage was very slippy, with a few half spins on the mud pulled out by previous cars ( Jez Hill )

With two more stages still to complete before service, the car stated to judder under braking due to a disc warping. Not a great hassle, but the Toyota has electric power steering, and the judder kept knocking the system off. It's no fun coming down East Baldwin at full chat trying to find the reset button in the dark.

With no spares, we had no choice than to put up with it for the rest of the night, with the hope we could get some new ones on Saturday morning before restart. 60th o/a and 20th in CKMR didn't seem to bad considering

Up bright and early and down to CES for a pair of discs.

Problem solved

Pushed on during Saturdays stages to climb up to 47th o/a and 16th in CKMR

lain never missed a note all weekend and was well in charge of the job in hand.

Thanks to all the normal people who make it happen, David Clucas for letting us past on Balldoolie.

Shona Hale for training Iain up in the run up to the event The chuckle brothers Leesa Keith Graham and Vaughan Ronka Graham for service/ catering and general entertainment

Back for the Pokerstars unless anything exciting happens before then

PS, I love this little car, wish I'd bought the other as well





### MANX NATIONAL RALLY









### **Chris Kelly Memorial Rally**

Steve Johnson/Steve Butler - Car 52 Micra 1275

Back to our favourite event of the year, this time to hopefully get more than 11 out of 16 stages completed, caused last year by stage cancellations due to other competitors running out of ability. More on ability later. Spoiler alert – yes, we did complete all 16 stages!

The usual routine was the order of the week, with Steve and me jetting over to the island on the Wednesday to recce in a hire car and MJ and Dave B bringing the rally car over on the boat on Thursday and taking it back on Sunday. Steve doesn't travel well when he's not driving. I've seen him turn green after 2 laps around Anglesey Circuit in the passenger seat, so four hours on the Irish Sea will probably finish him off.

The recce went well and we covered all the stages, some two or three times. My pilot's good memory for roads is very helpful at times, so I'm more than happy to cram in as many runs over the stages as possible. Scrutineering on the Thursday was a relative breeze and a few pints of Okells beckoned. Hard work on the liver, this rallying lark.

The Friday night stages consisted of 2 legs of four stages each, with a service back at the grandstand in between. After stages 2 and 6 there were re-group and wheel changing opportunities which turned out to be quite handy after stage 6, although it was a mistake to dismiss the service crew. The first stage was a steady run over Druidale, with added instructions from me to beware of cold tyres and brakes on the fast early section. That still gave us a first in a class of 9, so got to be happy with that. The final stage of the loop was Baldwins, which has to be my favourite stage of any rally. Almost 11 miles of tarmaccy goodness that tests the ability of both occupants, combining tight and twisty with fast (even in a Micra) and flowing. The second half of the stage is just everything I could want out of a rally, especially when it goes just right.

As darkness descended on us, the second four stages were more like a night rally. It's fair to say that I prefer it – largely because I can't see what we're likely to hit if it all goes wrong – which it nearly did at the end of stage 6, The Cronk. About a mile from the

end it's all going well, Steve's on it and appears to be listening to my every word, which is good. So much so that a call for a 6R elicited a comment of "good call Steve" from the bloke who should be concentrating on what he's doing rather than talking to me, good sentiment notwithstanding. As the words reach my brain and I'm about to call the next SQL, the same brain is now wondering why we almost at 90 degrees to the road with all four wheels well up a 6 foot banking! It next starts wondering how on earth we made it back on to the tarmac the right way up. Once again, Mr Johnson managed to get us out of serious trouble as quickly as he got into it. After a quick "WTF was that?" from me, and an apology from Steve, I called the SQL and it's as though nothing had happened. With one exception. A sizeable rock on our exit of the road made a mess of the front nearside wheel, so we completed the stage and the 4 mile road section with fully deflated tyre. This is where the tyre management halt came in handy. A quick change of both front wheels to put us on even rubber and all was well.

That little excursion didn't slow us down, so much so that we were actually 2.6 seconds quicker than in the daylight. Which brings me to the second run through Baldwins. Just recalling the second half of that stage, fully on it, in the dark, has the hairs on the back of my neck standing on end. Unbelievably, we were just 0.1 seconds quicker on the second run through. What a rush! It took two glasses of wine back the hotel to take edge off so I could get some sleep.

Day two seemed uneventful by comparison. We were gradually climbing up the results as other less fortunate crews suffered various issues. The plucky Micra and its ageing crew (I think the previous night added a few more grey hairs) just kept going. A sensible decision to refuel before the only service of the day ensured that we didn't repeat our Warcop disaster, then on to the final two stages of St Marks and Round Table for the second time, each a sweat inducing 13.5 miles of concentration.

I'm just going to say it, that has to be the best rally I've ever done. Extremely happy with 1<sup>st</sup> in class on the CKMR and 56<sup>th</sup> overall in the combined results. What a cracking weekend. A massive thank you to Manx Autosport and the organising team, who, from our perspective, put on a faultless rally. And also to the marshals, who were all well organised, friendly and impeccably professional. Thanks also to MJ and Dave, our service crew, who thankfully didn't have much to do, but did it well anyway. And my thanks to Steve for keeping it mostly on the Tarmac.







### **MANX NATIONAL RALLY**

Malcolm Davey and Paul Slingsby recently competed on the Manx National Rally. Mike Fox and Dave Rowe came along to service.

They sat off from Malcolm's on the Wednesday morning, Paul and Mike in Paul's VW Touareg towing the rally car in its trailer, followed by Malcolm and Dave in Malcolm's motorhome. They were heading for Heysham and the 14.15 ferry to the Isle of Man. Things soon went wrong with a broken front spring on the motorhome. Malcolm diverted to a local garage that he hoped could do a repair. They were unable to help but sent him to another garage in Halifax that could replace the spring later that day.

It was decided that Paul and Mike would carry on to the ferry and re-arrange Malcolm and Dave's booking to the next ferry which unfortunately was at 2.15 on Thursday morning. On arrival in Heysham they changed the booking and booked themselves into a B&B in Douglas for that night.

After a long wait for a repair, Malcolm and Dave made it to the early morning ferry and were in Douglas by 6.30. Paul and Mike met up with them later that morning and went out to recce the stages.

That evening everyone enjoyed a good meal in the motorhome and had a good night's sleep (much needed by some!).

The rally started on Friday evening. On Thursday and Friday the weather had been mainly wet but on Friday afternoon the clouds cleared and the weather was fine for the rest of the weekend.

The rally started on Friday evening with four stages, service and then the same stages repeated in darkness.

Saturday comprised four different stages using different roads to Friday, all run twice. These were separated by a management service at St Mark's and a main service at Douglas. The only problem was on the last stage when theyhad a puncture. Fortunately this was near the end of the stage so they did not stop. This cost about thirty seconds but did not make any difference to class or overall positions.

After all the problems getting to the rally, the event itself was almost an anticlimax, the rally ran smoothly and the car ran well.

That evening everyone enjoyed a meal in an excellent Chinese restaurant before going to the prize giving. They caught the ferry home on Sunday morning and were home by mid afternoon.

The Isle of Man is a great place for motorsport, with closed roads and a lot of enthusiasm on the island. The only downside is the long and expensive ferry crossing to get there.





### MANX NATIONAL RALLY







John Rhodes: Airdale & Pennine MCC

## MINI GIRLS RALLY TEAM **Manx National Rally**

10th/11th May 2019

Excited is an understatement! It had been a long time since our last rally in November last year, and we were so exited for a few reasons, one to get back into the car together and feel the high that the Mini gives not just my-

self and Heidi, but joy it gives to others.
This was our first rally with our new main sponsor and support crew J and S Handling Ltd (Forklifts) and Elk Training Solutions owned by Antony Elkes. Our New Support crew is Antony, Ian Clare and Rob Belcher, all mechanics and competitors. The connection Mini Girls have with Ian and Antony is they competed against us last year in the HRCR Championship, but due to a nasty accident on the second to last round resulting in both breaking their backs, they can not compete for twelve month, so a partnership with Mini Girls was formed, we are delighted to have their first class support, all bring so much to the team, and luckily as well as their management and mechanical skills they all have a fantastic sense of humor, the most important quality to be part of The Mini Girls Team.

We also have the continued fantastic support of Mini Sport limited who have once again provided the team with an engine for this season.

Another new sponsor is KDH insurance Brokers Ltd.

We are a lucky team and could not do what we do with out the support of them all!!

The Rally, as always we have to travel many miles, Two ferries this time, one from Mull to Oban and one from Liverpool to Douglas isle of man, plus many miles via Mini sport in Padiham, to put the Mini on the rolling road, a test at Three Sisters Race Circuit in Wigan, and the Mini being transported from its new home in West Midlands.

We landed on the wonderful Isle of Man, and were allowed two days of reconnaissance, I had the first day Wednesday with Antony checking the notes with me, as my left hand woman Heidi didn't fly in until Wednesday night, he tried to feed me Wine Gums, but they didn't have the same effect as the usual Fruit Pastilles! I mean really!! Wine Gums!! Not a trace of Wine as far as I'm concerned! But we had a good recce even if we disa-

gree on sweets! Second day of Recce and Heidi to my side, with an endless supply of fruit pastilles, a sharpened pencil and Snoopy and Woodstock on board, we covered all the stages and adjusted the notes to suit, The Manx roads are second to none, a lot of very fast flowing tarmac, but also a lot of technical and extremely brumby stages! Proper rallying!!

Whilst out on Recce the crew set up our service area and put the car

through Scrutineering and Noise test for us, No Problems.

Friday and we did three runs of the shake down stage, all went well and the mini felt great, so good to be back in the office. There was a great buzz about the service area with so many people passing comment on how good the Mini and setup looked, we were interviewed by Manx Radio, then we relaxed in the sun ready for the evening Stages.

19.28 due at the first control, lets do this!! So, off we went, The first 2 stag-

es were as described in the notes! With every other call being bumpy!!

We met the crew at management service on route and all was good no problems. Off we went again to stage 3 and 4, fantastic airborne moment on stage 3! And the Mini was handling brilliantly and I was gaining confidence, leading the class at one point.

Next Refuel and service, only for 20 minutes, not a lot of time but no problems with the Mini, the crew checked the Mini over, we stocked up on fuel and sweets and away we went to stage 5. Stage 5! And it wasn't to be! Two thirds through the stage I selected third gear and nothing, no drive, forth gear nothing, so nursed the mini to the end of the stage in 2nd gear, and we made the decision to call it a day! We had another three stages to do and they couldn't be done in second gear and we didn't want to do anymore damage.

Our crew collected the Mini and we put her to bed, nothing could be done! Rally over!

But it doesn't end there! Nothing like Sausage, chips and curry sauce at 2am in the morning, back in the service area, and time for reflection! We were of course very sad not to complete the rally, but on reflection this is Mini Girls first rally not completed out of 17 rallies, think that's a pretty good record, we will remember this rally in our usual way, extremely positively! We had so much fun, and created fantastic memories with our new support crew, they are second to none!! And we thank you so much for all your support and great laughs!

The Mini is now safely back at Mini Sport to get the gearbox gremlins sorted, that's what we called them! (Love the

We will come back stronger ready to fight the boys on our next rally, Down Rally Ireland on 20th July. Thank you to the organizers of The Manx National Rally and all volunteers, Mini Girls will be back!

And a huge Thank you to J and S Handling Ltd (Forklifts), Mini Sport Ltd, Elk Training Solutions, KDH Insurance Brokers Ltd, Sure Signs, Antony Elkes, Rob Belcher, Dave Thomas Dad aka Diddy Dave, And last but by no means least my number 1 partner in crime Heidi Woodcock. Mini Magazine MiniWorld Magazine IMM 2019 Pacenotes Rally Magazine 'Special Stage' Rally Review #minigirls rallyteam #mini









# **A&P Sporting Trial at Buxton.**

John Rhodes: Airedale & Pennine MMC

This was a round of the BTRDA championship and has been run at this venue for many years. The entry into the car park is at the top of a fairly bleak moor, fortunately the early morning mist cleared by tennish and the weather was good all day. We hoped for lots of rain during the previous week followed by a nice Sunday and that is exactly what we got. Access is easy, sprinters with trailers are not the best on wet grass so we put on bacon butties for all to get everyone in the right mood for a happy competition and then after a briefing the competitors drove off to the bottom of the enormous hillside. The Marshals were left with a long walk to their sections except for myself because I was offered a lift on a quad that had been brought to help with such tasks and to tow out any stuck or broken cars. Being old and pathetic sometimes helps to get such thoughtful treatment. The sections were laid out the previous day during a downpour so the clerk of course and his mates retired to the warm and dry hotel to recover and do their 'end of rain' dance. It worked well.

The ground surface cut up really well and some very muddy conditions became almost impossible for some competitors whilst others showed their true class and earned very few penalties. More butties were on offer at lunchtime and a collection for the air ambulance raised over £100 plus some £90 from the sale of food. It's a well deserving cause that we could be grateful for on any of our events. The trek back up the hillside was not easy for marshals and even the fit healthy ones were seen to stagger somewhat as they neared the top. Thanks to the competitors who cleared away all the course markers and really made our task easier. Results were calculated, prizes awarded and we left the venue around half five in sunlight. Commendation to Mr Wright who reported his hitting a high scoring penalty that we missed, resulting in him being moved from overall winner to second. Very sporting, thank you.

Results are on www.apmcc.co.uk.

John Rhodes: Airedale & Pennine MMC











# The Berwick Classic And Targa Rally 4/5th May 2019

Lynsey Procter: Hexham & DMC

In the Procter household, May bank holiday weekend has for many years been synonymous with the Berwick Classic rally and this year I got to take part myself for the first time.

I was very excited to be joining Thomas Robinson in his immaculately presented, original 1966 mini cooper. We have been practicing together on the Hexham 12 cars since meeting on last year's Borders mini rally where we finished as first novice crew.

The 12 cars have been an excellent introduction to map reading and navigating in a friendly and supportive group on some fabulous roads. I feel very fortunate, as a beginner, to have these events ran monthly to allow me to practice and learn from those who have been doing it far longer.

My husband, Ali Procter, has been teaching me about regularity rallying and the Berwick Classic was to be an opportunity to put that into practice. I had previously done regularity sections on the Hero Challenge in March with Graeme Cornthwaite but this was to be Thomas' first attempt at it. To his credit, he did very well.

The first regularity section ran over a windfarm and was given as a marked map on a 1:15000 scale. This was to prove trickier than I first expected for 2 reasons. The change in scale threw me and I lost our position on the map leading to a wrong slot and secondly, the road was too rough to be pushing the mini on and so we decided to go as fast as we could without breaking the car. This we managed and the car survived to be put through its paces on some fun tests.

It was amazing to see the local support for the event in terms of people watching at the side of the road as we drove past and also the land owners who kindly provided the various 19 test venues over the weekend.

Our mini was never going to be the quickest on the tests, but we made sure we went the right way, avoided any cone penalties and got the code boards.

I have yet to see the detailed penalties for Sunday, but I believe we did well on regularity 3 and kept up our pace on the tests leading us to finish in a respectable 25th. In conclusion, the Berwick classic was everything I had hoped it would be and more. A great event, ran by an enthusiastic team with a friendly atmosphere as well as some challenging but fun tests.







A huge congratulations to the winners on the historic event, Dan Willan and Martyn Taylor in the Volvo PV544 and the winners of the Targa in the mighty Alto, Andy Pullan and Nicki Staniforth. Proving that there is never a clear winner at the start and that there is a wide range of vehicles capable of entering such an event and doing well.

I look forward to next year already and might just book the hotel rooms in anticipation!

My next event is the Tynemouth 12 car with Mick Davison next week and then hopefully the Shaw trophy with Graeme Cornthwaite, pending the return of his mini engine.

# Berwick & District Motor Club The Berwick Classic And Targa Rally

4/5th May 2019

**Nick Townley: Kirkby Lonsdale MC** 

The 2018 Berwick was my first foray into the world of Classic car rallying – the dark art of Regularities, even reading test diagrams was new to me. However, I was under the expert stewardship of Kevin Savage so it shouldn't be that bad, should it? Well yes and no - trip meters, stop watches and speed tables were all rather daunting, an elementary error on a road section, a closed gate on the first regularity and then a small engine fire put paid to a result but I loved the format and problems, not withstanding, enjoyed the experience and vowed to come back and have another crack at it.

Fast forward to February 2019 and I got a message from Simon Boardman saying he was intending doing the NESCRO Historic Championship and the Berwick was going to be the first event, would I like to navigate. Would I? Yes!! but I told him I had next to no experience of such events, Simon said neither had he, so we would be learning together. I had done a couple of CDMC navigational runs with Simon and found him easy to get on with and his cars were meticulously prepared, so I was looking forward to it. Simon got the entry in and I booked the hotel accommodation for the Saturday night and the week before the event we met up so I could familiarise myself with the immaculate 1969 Volvo Amazon – we were all set.

We travelled up on the Saturday morning with the Volvo in tow and thanks to some nifty work by the Rastafarian Sat Nav (don't ask) we were the first crew at the Berwick Rangers start venue. It was then on to scrutineering, the measured mile to calibrate the







Trip and then signing on at The Black and Gold Club, Rally HQ, where we got the road book for the event. There were to be 5 tests and 1 regularity that afternoon and 14 tests and 2 regularities on the Sunday. First car was due away from MTC1 at 14.01, for some reason we were seeded at 11 so we didn't have long to wait, heading north up the A1 towards Dunbar. The Scottish Border country is blessed with an abundance of large estate farms, many with long access roads and large farm yards with an expanse of well laid out farm buildings and these were to be the basis of the majority of tests over the weekend and Test 1, near Eyemouth, was no exception. It was a relatively simple layout with two stop astrides and a code board and seemed to go alright. The next two Tests were a little further north up the A1, though a little more complicated in layout, I tried to keep the instructions as simple as possible, which Simon took on board, though some of the tight 360° turns didn't suit the big Volvo.

Next up, was the first regularity, which included a long section on the gravel roads around the wind turbines on Dunbar Common— with 5 speed changes and the notoriety of the wind farm from previous events playing on my mind, we left the self-start with some trepidation. Initially the navigation was on yellow roads and seemed fairly straight forward and so as confidence grew I started checking the stopwatch, tripmeter and speed tables more frequently, unfortunately while engrossed in average speeds I missed a slot and by the time we had realised, turned around and then got stuck behind a local farmer who was in no particular rush, average speed was well out of the window – Rule 1 on regularities, make sure you are on the right road before worrying about average speeds. The route for the windfarm was given on a large scale handout, the change in scale took a bit of getting used to and I lost my place on the map and it was only when we got to an electrical substation I realised we had gone onto the second map. Judging by cars coming from several directions, we weren't the only ones, and we ended up in a convoy of 5 cars, which made the navigation somewhat easier, though I kept my place on the map by using the location of the wind turbines closest to the road as a point of reference, but I gave up on the average speeds, though at the last IRTC we only had a 5 second penalty!

Heading southeast towards Duns, there was a longer more free-flowing farm test, followed by another open test at the old Winfield Airport, both of which were more suited to the big Volvo. It was then back to MTC2 at Rally HQ to hand in the Time Cards and then on to the hotel in the centre of town where we enjoyed a very pleasant evening meal and plotted the route for Sunday.

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### The Berwick Classic & Targa Rally Continued from Page 38

The hotel was only a couple of hundred yards from the Sunday restart on the Quay, so after a hearty breakfast we joined the rest of the crews down on the front – for me the setting and the atmosphere at the restart was one of the highlights of the rally – classic cars gathered round a waterfront was quite evocative. The first car left MTC3 at 9-31 heading SW along the A698 towards Coldstream with a couple of farmyard Tests at Shoreswood, followed by a trickier farmyard test, where my colour-coded highlights on the test diagrams proved particularly helpful.

The second Regularity started just outside Coldstream, and with all but 2 of the 6 speed changes marked on the map we set off with a little more confidence and both of us seemed to be getting a grip of maintaining an average speed. We had a slight hiccup at a NAM following soon after a speed change where I failed to pick up a codeboard, so it was a quick turn round, a bit of guesswork and some quicker driving to get us back something like on time. Towards the end of the Regularity we headed onto a gravel track through woodland and though an increased speed change to 27mph doesn't sound much, some more spirited driving was required to keep on time on the twisty tracks. Unfortunately a misplaced control meant that the Regularity was scrubbed, so although it felt like we had done ok we weren't really sure.

After another uneventful farm test, we had two tests through woodland, which were fast flowing and Simon seemed to enjoy. The final test before lunch was relatively long, on gravel field tracks and included a steep ramp up and off a narrow wooden bridge, through a couple of field gates, the second of which was hidden over a brow with an immediate ninety left, which I called, but as we crested the brow we were faced with two cones and Simon asked "are you sure?" and in my moment of hesitation the car stalled and took about 30 seconds before the hot engine would spark into life; the rest of the test was fast and free-flowing and it was no surprise that some of the top crews cleaned it, despite tractors working close to the track.

The lunch halt was taken at Wooler Auction Mart with lunch provided by Brenda's mart café - good wholesome food and the lingering smell of sawdust and cattle, somewhat familiar. It was here we got the route instructions for the third Regularity and though it was soon plotted, I thought it was best to check with fellow KLMC member, Martyn Taylor - the route instructions said "in grid squares 1522 and 1622 jointly use no more than 0.35 miles of white road" I thought there may be two possible routes, but Martyn's experience and superior map reading skills suggested there was only one likely route, which later proved to be right.

Three more farm tests followed lunch, the second of which included six tight 180° turns – more Mini than Volvo. Then it was the last of the Regularities, starting near Chillingham Castle, famous for its native breed cattle, with just 3 speed changes and what looked like relatively simple navigation, I thought this was our chance to nail it. The first speed change was at a junction, so I duly zeroed the trip and stop watch. We were using a Brantz clock set in regularity mode, which when you press the remote, freezes the display for 32 seconds and is then supposed to display the reset time from 32 seconds. However, for some reason the clock did not start again after 32 seconds, so I had to zero everything and work the average speed out from that point. Next up was a passage control hidden away in a farmyard the turning for which was easy to miss, but thankfully we got. However, as I was getting a signature Simon zeroed the trip because he thought we were at a speed change. Out of the control it wasn't long before we caught up another car and I was fairly sure we were not maintaining the average speed but because of the mix up with the clock didn't have the confidence to tell Simon to pass, it was only when the car behind started to catch up we thought it was time to go for it. The last IRTC was on the white Martyn had suggested was right, where we dropped 27 secs, probably as a result of following the car in front for too long.

Three more tests followed, two were fairly tight farmyard tests, one was an open farm track test with big-bale chicanes. In between tests the route headed out towards the beautiful Northumbrian coast line and with the regularities done, the rally took on more of the feel of a classic car run rather than rally as we headed back to Berwick for the finale – Test 19, the Berwick Speedway track. Two and a half laps round the cinder track, the first lap a straight blast round the inside of the track, the remainder a slalom round the cones and those top crews who were tidy but could keep the power on round the ends were able to beat the bogey, but even in the lefthand seat it felt fun. It was then straight to the excellent evening meal which was served in the Black and Gold Club adjacent to the speedway track, and with the trailer park there as well, it provided a nice compact end to the rally.

We didn't stop for the results, but when they arrived on Monday we had finished 28<sup>th</sup>, which was OK – we were down as experts mainly due to Simon's road rallying experience but in this form of the sport we were very much novices. We managed to complete all the tests without any wrong tests, missed codeboards or cone faults, which was pleasing but I felt my performance on the regularities could have been better and by Simon's own admission he was a bit rusty on some of tighter tests. However, we had a very enjoyable weekend's sport and for me the Berwick will definitely be in the diary for next year- I just could do with more practice on the regularities before then.

Nick Townley: Kirkby Lonsdale MC Sat next to Simon Boardman: Clitheroe & DMC

# The Berwick Classic And Targa Rally 4/5th May 2019

Berwick & District Motor Club ran a challenging event over a day and a half at the beginning of May which attracted a very competitive entry of over 80 historic and targa cars. Starting from the home of Berwick Rangers FC previous winners Dougie Humphrey and Chris Loudon in a Mini Cooper led the field over the border and into Scotland for the first of three tests which warmed crews up nicely for a 12 mile off road regularity at the Crystal Rigg wind farm. Behind Car 1 was a very competitive field with at least half a dozen other potential winners including a number of north west crews including Dan Willan/Martyn Taylor (Volvo PV544), Steve Head /Phil Savage (RS2000) and David Marsden / A Garstang (Escort 2.0) who were chased by some equally quick Yorkshiremen including John Ruddock/Roger Burkill(Escort Mexico), David Ruddock/ Kevin Carruthers (Viva 2.3), Darell Staniforth / Les Mcguffog (Mini Cooper S), Andy Smith/ Andy Fish (RS2000) and the competitive Yorkshire/Lancastrian pairing of John Haygarth/ Bob Hargreaves (Opel Kadett Rallye)

Test 1 unfortunately became a victim of dodgy clock but Test 2 at Lemington set the scene for the weekend with Willan/Taylor tieing on 50 with Steve Head/Phil Savage (RS2000) and John Haygarth/Bob Hargreaves (Kadett Rallye). A short run up the A1 took crews to test 3 at Tower where Ruddock/Carruthers were three seconds quicker than anyone else on 42 followed by a whole host of crews on 45.

Crystal Rigg 2 has 60 turbines and each turbine is accessed by its own forest type gravel track so with an outer ring of over 12 miles plus the individual turbine access roads there is every opportunity for crews to wrong slot on the maze of roads. The regularity with five timing points and two passage controls saw some very close competition amongst the top crews who just dropped minimal amounts of time at each control whilst the rest of the entry struggled to stay on the correct route. Smith/Fish exited back on to the public road having dropped only 18 second just ahead of Willan/ Taylor and Staniforth/Mcguffog on 24 and Crosby/Proctor on 25. In the Targa event the "youngsters" Andy Pullan / Nicky Staniforth in a diminutive 1,100cc Suzuki Alto managed to usurp the "oldies" dropping only 15 seconds.

A short road section took crews along some "Jim Clark" stages to the spectacular long downhill test at Langton Lees. David Lewis/ Dan Lewis (RS2000) stopped the clocks on 1.52 from Smith/Fish on 1.57 and Willan/Taylor on 1.58. One final test using the perimeter tracks at the old Winfield Airfield, which was used in the 1950s as a race track, closed proceedings for the day and Lewis/ Lewis and David Ruddock/Kevin Carruthers (Viva 2.3) were joint quickest with Smith/Fish two seconds in arrears. Results at the end of the leg showed Smith/Fish on 5.30 from Willan /Taylor on 5.33 and Staniforth/Mcguffog on 5.54.

Day 2 of the event started from the historic Quayside in Berwick-Upon Tweed and proceedings opened with three tests before a regularity which criss-crossed the English/Scottish border. The









first test at Shoreswood North saw Lewis/Lewis and Ruddock/Burkill on 1.23 with Dave Short/Roy Heath (RS2000) on 1.24. Shoreswood South, just across the road, saw Crosby/Procter and Ruddock/Carruthers on 42 with a whole host of crews on 43. Test 8 at Tillmouth Park was one of a number of new tests on the event and Head/Savage were quickest on 60 from Willan/Taylor and Short/Heath on 61

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## Berwick Classic & Targa Rally Continued from page 40

Regularity 2, which included a long "white" near the end, saw several crews totally "clean". Test 9, a farmyard test at Ford Hill saw Head/Savage, Michael Reid/John Lindsay (MG Midget) and Short/ Heath all tie on 34. Tests 10 and 11 ran through some private woodland and on the first Lewis/Lewis were quickest from Brian Middlemas/Richard Simmonds (Avenger) and Ruddock/Burkill. On Test 11 Lewis/Lewis were again quickest but this time jointly with Smith/Fish with Ruddock/Burkill two seconds slower. The final test of the morning at Doddington was back on open farmland tracks with a fear-some wooden bridge at the start and a long top gear straight at the finish. Crosby/Procter, Willan/Taylor and Smith/Fish all stopped the clocks on 120. Results at lunch showed Smith/Fish on 13.31 from Willan/Taylor on 13.52 and Ruddock/Burkill on 13.56. Meanwhile in the Targa event the "youngsters" were on 13.46 and over a minute ahead of their nearest rivals.

After lunch crews head north for three farmyard tests before tackling another regularity. Test 13 at Laverock Law was another farm track where half a dozen cars tied on 70 and that was immediately followed by Hetton Steads which was pretty tight farmyard affair where judicious use of the handbrake was required for a good time and the Midget of Reid/ Lindsay was quickest on 51 from Humphrey/Loudon on 53 and Short/Heath on 54. The last of these trio of tests was at Hetton Silos and again several crews tied on 48. The final regularity of the event took crews along the winding yellows around Chillingham Castle with a couple of white loops to catch out the unwary. Willan/Taylor dropped 3 seconds, Chris Haygarth/Si Gleich (MR2) 6 and Staniforth/Mcguffog 8. Back in the Targa entries Pullan/ Staniforth only dropped 2. Clearly Nicky Staniforth needs to persuade Dad to lend her and Andy the Mini for an event.

The penultimate three tests took crews back up the coast the Berwick. The first at Rock saw a number of crews tie on 78, the second at Wandylaw saw Reid/Lindsay on 115 from Chris and Alistair Haw (Sunbeam Ti) on 116 and Walter Curry/Mick Kinghorn (Porsche 944) on 117. Test 18 saw the demise of the leaders Smith/Fish in their Escort who in their words: " stopped for a comfort break at the start of test 18, heard a rattle that was possibly the bonnet pin, but opened the bonnet and found the alternator hanging off and locked solid". Quickest on that very tight farmyard test were Ruddock/ Burkill on 45 with several crews three seconds in arrears. The final test involved two and a half laps of the Berwick Bandits speedway track and proved very entertaining although most of the top crews tied on 72.

simple reliable car and driver navigator teamwork can get a great result.

Dan Willan and Martyn Taylor were worthy winners in the Volvo being consistently quick on all of the tests and setting some marvellous times on the regularities. They had a close fought battle all weekend with the other leading crews in quite a variety of cars proving again that a combination of a

However the Berwick Classic isn't just about the pre'85 cars and the Targa event attracted thirty three entries and many of those cars were classics in their own right. Whilst the majority of those cars were modern front wheel drive hatchbacks there were some MX5s, and an MR2 and even a Volvo 240 estate complete with hydraulic handbrake. Targa events are a great entry point to rallying and at a fraction of the cost of a competitive historic car as Andy Pullan and Nicky Staniforth demonstrated winning the Targa category in a very standard looking Suzuki Alto. Historic and Targa cars can "live together" on the same events but there needs to be a careful balance between the entries in each category as more modern cars can be harder "to sell" to landowners and the general public. Nevertheless as a sport we need more youngsters competing and this is a great way to get them started in something which is inexpensive to buy and insure.









#### Berwick Classic & Targa Continued from page 41

11131	OTTO CVCTT			COII
1 <sup>st</sup>	Dan Willan	Martyn Taylor	Volvo PV544	22.47
2 <sup>nd</sup>	John Haygarth	Robert Hargreaves	Opel Kadett Rallye	22.49
$3^{rd}$	Darell Staniforth	Les Mcguffog	Mini Cooper S	23.01
4 <sup>th</sup>	John Ruddock	Roger Burkill	Escort Mexico	23.05
5 <sup>th</sup>	Paul Crosby	Ali Procter	Porsche 911	23.10
6 <sup>th</sup>	Steve Head	Phil Savage	RS2000	23.35
7 <sup>th</sup>	Michael Reid	John Lindsay	MG Midget	23.35
8 <sup>th</sup>	Chris Haygarth	Si Gleich	Toyota MR2	23.46
9 <sup>th</sup>	David Lewis	Dan Lewis	RS2000	23.47
10 <sup>th</sup>	David Ruddock	Kevin Carruthers	Viva 2300	24.53
Spir	rit of the weekend:	Andy Aird	Claire Mole	Austin A40
Con	cours Awards:	Bob Cook	Geoff Morson	Chevrolet Coupe
Targ	ga event			
1 <sup>st</sup>	Andy Pullan	Nicky Staniforth	Suzuki Alto	22.28
2 <sup>nd</sup>	Chris Dodds	Josh Davison	Proton Satria	23.34
3 <sup>rd</sup>	Niall Frost	Sam Spencer	Peugeot 106	23.56
4 <sup>th</sup>	Craig Wallace	Clifford Auld	Toyota Corolla	24.19
5 <sup>th</sup>	Simon Jennings	Colin Fish	Peugeot 106	25.04
6 <sup>th</sup>	Quentin James	Tom Howe	Citroen C2 GT	25.26
7 <sup>th</sup>	Stephen Short	James Greenhough	Proton Coupe	25.30
8 <sup>th</sup>	Bevan Blacker	Abi Ruddock	Peugeot 106	25.56
9 <sup>th</sup>	James Hastings	Sophie Wickham	Proton Satria	26.09
10 <sup>th</sup>	Malloch Nicoll	lan Nicoll	Peugeot 205GTI	28.11
				C4au4 E

Stuart Bankier: Berwick & DMC

#### **Knutsford & DMC**

**Historic event** 

# **Plains Rally**

#### **Cruel misfortune halts** progress for new pairing

Tommi Meadows says he is remaining positive after an unfortunate engine failure put paid to any chances of him taking a maiden victory in the BTRDA Rallye R2 Cup.

The Plains Rally attracted an entry of well over 100 cars and comprised of some classic stages in the northern areas of Wales. The Clitheroe youngster was joined in the car for the first time by Rhyl's Osian Owen.

Despite having not competed together in a rally car before the first stage, the pairing got off to an impressive start. A clean run through the opening test in Dyfnant allowed them to record a time just 2 seconds adrift of the category leader, Perry Gardener, in his similar Ford Fiesta R2.

Rough conditions in the second stage of the day, Aberhirnant, made matters difficult for the crews. A measured drive through here saw Meadows & Owen pull back 3 seconds from Gardener, promoting them into the top spot as they headed back for the service halt in Welshpool.

With a close battle on the cards for the afternoon loop, a cruel twist of fate saw the crew forced to retire just one mile from the end of the next stage with a terminal engine prob-







"This is our first retirement of the year and it's a shame that it happened whilst we were in the lead," said Meadows.

"Despite this, I'm feeling really positive about the future and extracting more speed out of the Swift Group supported Fiesta R2. Me and Osian gelled together from the off and I felt really confident on the stages. We've got a bit of time before the next rally to make sure that everything is fixed and working as it should be."

Tommi Meadows: Clitheroe & DMC



# RALLY



#### Welsh Wizard Cave creates Moment of Magic for Pirelli victory Robin Ellison

The British Rally Championship descended on Kielder for the Pirelli International Rally 2019, and as per usual, it did not disappoint. Tom Cave, at the ninth attempt, picked up his first ever Pirelli Rally overall victory after six gruelling stages through 'Killer Kielder'.

As Kielder village began to awaken, the British Rally Championship arrived primed and ready to power through the heart of its vast forestry in order to determine the 2019 Pirelli Rally Champion. Coming into the third round, it was tight at the top with Matt Edwards leading the charge ahead of Martin McCormack, whom had pulled out of this weekends proceedings due to work commitments. Edwards would



still have to stave off the pressure from David Bogie and West Cork Rally winner, Tom Cave, through the grizzly gravel tests. Whitesike would be the opening test for the crews just after 12 noon, and come the end of the stage, it would be Jari Huttunen in his Hyundai i20 R5 who would take the early lead with a blistering time in his first attempt of Kielder. The Flying Finn would take a 1.4 second lead over Hyundai teammate Tom Cave, with Rhys Yates sat 6.1 seconds off the lead after SS1 in his RYR Skoda Fabia R5 car. Despite taking the lead, Huttunen was still unhappy with his opening run.

"We struggled through there, lost time just over halfway I think", Jari said, unknowing of his position after the opening test. Tom Cave was also seemingly unpleased with his opening run despite being second quickest.

"Our front windscreen is steamed up, which made visibility incredibly hard through there", the Welshman said. "I couldn't see a thing for the majority of the stage, so I think we've lost a chunk of time in there."

The Forks would welcome the crews for SS2, and it was all change at the top as Tom Cave would breeze into the lead with a scorching time to take the stage win by 6.5 seconds over Matt Edwards, who'd moved into 2nd overall after the second test of the day. Rhys Yates was third fastest in SS2, 13.2 seconds behind Cave, and previous Rally Leader, Jari Huttunen, was 20.6 seconds off Cave's pace, pushing him back down to 4th overall. SS3 would see the crews head into Roughside following the first service stop, and here is where Rhys Yates picked up his first stage win of the BRC season, taking 0.5 seconds out of Tom Cave as he manouvered up to 2nd overall following a disaster for reigning British Rally Champion, Matt Edwards. The M-Sport backed Swift GO Ford Fiesta R5 picked up a puncture early in SS3 which began to delaminate as he continued into the rock-ridden tracks of Kielder. By the end of Roughside, the front right tyre of Matt Edwards' Fiesta has completely disappeared and was down to the bare rim. Meanwhile, his rear right was well into a slow puncture, which would entail more trouble in SS4.

Pundershaw was to host the crews in SS4 ahead of the second trip to Greenside for Service, and Tom Cave would pick up another stage victory, 3.1 seconds ahead of Rhys Yates, to extend his lead to 20.5 seconds. Matt Edwards would be third fastest, 7.3 seconds off Cave's time, despite the rear right tyre of his Fiesta continued to slowly lose air due to a slow puncture following damage to the rear right wing of the car in SS3. As Edwards set on his way to service, the tyre continued to delaminate and as he reached Greenside, the tyre was completely stripped to the bare bones.

#### Pirelli International Continued from page 43

All the competitors piled into service with Tom Cave leading the way following a mixed bag in the opening four stages, "The opening two stages were very demanding, and we knew we had to put pressure on Matt from the off", Cave told us at the service area. "We managed to get ourselves stuck behind him during SS3 which caused us to lose time, but we're over the moon to be leading with two to go." Back in 2nd, Rhys Yates maintained a smile as he reached the second service of the day, "Fantastic start to the day, Whitesike (SS1) was very slippy and we struggled for grip", Yates explained. "The Forks (SS2) was a good stage, we took a win in Roughside (SS3) which was fantastic as we'd changed the set up slightly but up to now, absolutely zero problems for us." Two more stages awaited the cars as we headed into the late afternoon, a re-run of SS2 & SS3, following cancellations of the re-runs of SS1 & SS4, the day was shortened considerably. As they headed off into the trees, the pressure was turned up at the top, Jari Huttunen came to life in SS5, picking up his second stage win on UK soil by 5.5 seconds over the consistent Rhys Yates, with Rally leader Tom Cave 8.2 seconds behind his Hyundai counterpart. This would push Jari Huttunen closer to the podium with the gap now only 4.7 seconds to David Bogie.

Roughside would wrap up the days proceedings as we waited patiently in the centre of Brampton for the ceremonial finish, and as the cars arrived into the centre, we soon learnt that Tom Cave had wrapped up a fine performance on the Kielder gravel to pick up his first ever Pirelli Rally win after nine attempts at the event. Jari Huttunen had picked up his third stage win of the event in the final stage, taking the stage by 1.4 seconds over Rhys Yates once again. Tom Cave finished in a strong third in the stage to wrap up the rally win, 1.6 seconds behind Huttunen.

Jari Huttunen's stage win pushed him up into the podium places, jumping above David Bogie despite a 10 second penalty for a jump start. In summary, Tom Cave picked up his second consecutive British Rally Championship victory in 2019 on the Pirelli International Rally, by 17.6 seconds ahead of Rhys Yates, with Jari Huttunen just over 1 minute behind the lead in third overall. David Bogie picked up 4th overall, and 3rd BRC Crew, but the news was big in postevent meetings. Matt Edwards was subsequently excluded from the event due to breaching the regulations of the road traffic act after driving on the road with a delaminated tyre. This means Matt has dropped all his BRC scoring points, opening the floodgates for Tom Cave to lead the British Championship after the third round.

#### **BRC TOP THREE**

- 1. Tom Cave // Hyundai i20 R5 // +0.00
- 2. Rhys Yates // Skoda Fabia R5 // +17.6
- 3. David Bogie // Skoda Fabia R5 // +1:03.3

#### JBRC TOP THREE

- 1. Josh McErlean // Peugeot 208 R2 // +0.00
- 2. William Creighton // Peugeot 208 R2 // +53.0
- 3. Finlay Retson // Ford Fiesta R2T // +1:19.6

#### HISTORIC TOP THREE

- 1. Matthew Robinson // Ford Escort Mk2 // +0.00
- 2. Joe Price // Ford Escort Mk2 // +1:00.6
- 3. Adrian Hetherington // Ford Escort Mk2 // +1:18.9

# ROBINSON REAPS REWARD AS ELIOTT 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 McCutchon (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 he 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 Bobinson headed Price by some 10 seconds with Adrian Hetherington/ Ronan O'Meill 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.



Well what can I say  $\dots$  another fantastic weekend of motor sport , seeded at car 28 and 9th in a class of 12 on the RSAC Scottish Rally 2019 .

Friday afternoon saw us not only fly through scrutiny but also bag a free holiday on Mull .

Saturday morning we arrived at Lockerbie Truck Stop for the run upto Moffat and the Ceremonial Start.

Off to SS1 Tweegles 1 and we were away .... To say I was rather disappointed with our resulting time would be an understatement as I expressed my concern about my pilots lack of concentration in my own particular way , having said sitting in the mid 50's was NOT what I now expect from Jan and to " PULL HIS F\*\*\*ING FINGER OUT "

We then proceeded to tackle SS2 CASTLE O'ER 1, we then set 37th fastest and climbed to 42nd and 6th in class.

Into service for a quick check over a bit of fuel and a banana and off again.

SS3 WINDY HILL saw us 30th fastest and up a few more places then away to SS4

SS4 AE at 8.94 miles we came from behind and set 2nd fastest in class sitting 4th and 15 secs behind 3rd all of a sudden we were in contention for a podium place.

So into service final service and I explained " CHINKA STYLE " that we need 14 secs in 14 miles over 2 stages to get Jan his 1st 4wd class podium.

"Drive it like youve nicked the bastard and listen to everything I say "Off to SS5 Tweegles 2 8.45 miles . Jan really did everything asked of him and we couldn't of get anything out of the car , braking later , up gears for longer and faster over the rough......As the times came in ????? YES !!!! we had taken 5 secs out of 3rd and the gap was now down to 8 secs ....

SS6 CASTLE O'ER 2, 5.67 miles and we needed to take over 1sec a mile from 3rd to do it.....

What can I say we went as fast as we possibly could , we know we're not one of the 4wd superstar big boys but we were here and we wanted this .... Jan drove his heart out he listened and kept it in where he wanted to brake , he went up a gear where he usually kept revving, we gave it ALL .

We finished the stage and just waited and waited and waited " Damn You Scottish 4g " eventually the times uploaded .......

GET IN !!!!! We'd done it, we needed 8 but took 11 #greedy.

Jan had just finished 3rd in class 9 4wd on The RSAC Scottish Rally 2019 .

I was so chuffed to of guided him to his 1st podium in the his Subaru, 3 years we've been together and we've slowly moved up the order and today was great reward....

Thanks to Rhys, Tubbs and Jane for their support through the day ....

Bruce 'Chonka Lindsay': Pendle & DMC









# May 19th Sunday .. Location Patley Bridge.. Weather fine and dry ..

#### Event... Yorkshire Dales Classic Trial .. long distance trial ..

Sunday came early for me 5am out of the door without disturbing all who were still sleeping ..set off from my little town heading down the market place that was devoid of any life at all ....i drove over to the event start, got a cuppa and a butty ,met a few old faces and then some new ones ..went and took bike off the trailer and had it glanced over at scrutineering ..got signed on ,numbers stuck on and I was good to go ..its at this point I was thinking ten years ago this very weekend on this very same bike a group of friends and I rode our bikes and scooters from a breakfast in York to the "ace cafe " in London for lunch and back to york for tea in the day and raised a good amount of money for charity little did I know what this bike and myself would have done in the time between then and the time I got to this event ....so my time slot came and off I went.

First section (Watergate) came and it was time to lay down in the middle of this section to admire the flora and fauna !!! well it was always going to be ....Cocked it up big style, my fault should not have stopped at the re-start and made a mess of the next one as well ..a very bad start and I christened the new helmet and jacket! But after giving my self a ticking off i got my act together and set off looking for the next section ( dry gill ) and it all started to come together nicley a clean !...starting to feel it now ..riding through some spectacular scenery and on tracks with fellow riders that you are not normally going to do makes for a pleasant if not "chew" of a day ..finally the lunch stop came ,time to gather your thoughts and for me catch up with Edward who had disappeared into the Yorkshire mist at the start, he was riding the same bike as I was, if not looking at all like mine ...then off to the first after lunch section via the water splash someone there taking pics I saw hopefully he didn't get wet ....and then the cock ups came back ,lack of concentration and rear grip ....hey ho onwards to more interesting sections ...I don't like the ones with wet slippery grass !!! but it started to improve and went on through some challenging sections but "doable" down some small roads and track ..got a vey big cheer and high fives from a group of young back packers and all was going very well until the last section what a challenge ..upside down again, when you look up and staring down is a face say "hello again" ... I was well and truly stuck so with help from all angles and it was upright again and away







I went round to the end where the make shift tea table run by the farm family was brewing up, stopped for a chat and a admiring view of the area they live in then a gentle run back into the finish ..sign off chat to folks and then load up and head for home.

So that was a quick resume of my second event and my thoughts are turning again to a more suitable bike for these events perhaps something a tad lighter? I am certainly not as fit and agile as I thought I used to ...if ever I was? but I also need more bike time hadn't been on the bike since last event [Durham dales] apart from test riding customer bikes at work and prior to that hadn't ridden the Honda at all for nearly two years so while I try and ride as many different events on the bike as possible its just getting a bit more interesting on the off road events lets try something easier... circuit track day I think!!

Finally it goes without saying all club motorsport events are only taking place with the big effort put in by clubs and helpers, along with land owners for areas to use and I am grateful to all these unsung hero's ..and hopefully long will it be like this ..

So spread the word more entries should mean more interested parties will be there to help and hopefully some young folk will come into our clubs and get involved in what ever way they can, they are the future and need nurturing..

So its a bit of practice I think before the next ME-CVC event in july ..doubt its going to be any easier ..but we can live in hope ...

Jon Lawson : AIREDALE AND PENNINE MOTOR CLUB

# Wigan MC CETUS STAGES

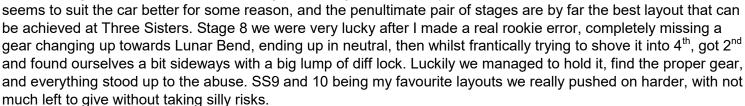
May 12th

After a strong start to the year I was really up for the Cetus. We had a cracking result in the rain here back in March on the Questmead, so with the high probability of a dry run we were up for a big push. We had a few small repairs to do after our last run out on the SMC Stages over on Anglesey, which as usual ended up in a frantic run about the day before the rally. Thank God for power bleeders for your brakes is all I can say!

We pushed from the get go on the first pair of stages to get heat into everything and get a feel for the grip and whether any tweaks were needed to the car for the rest of the day, trying a slightly softer setup for the first few stages to allow the tyres to wake up. Everything felt great and we found ourselves lying 9<sup>th</sup> overall after SS2. 3-6 went without incident, with nothing to do but keep an eye on tyre pressures, fuel and the odd spanner check during the service periods. Sitting back in the sun with a bacon butty is a great sign that your day is going well I always find!

We stayed in 9<sup>th</sup> for the remainder of the morning, pushing hard and managing to set times up amongst the top 5 on some occasions, whilst enjoying trading blows of time with Wayne and Darrel Thomas in the Darrian.

I was looking forward to the afternoon stages, running reverse always



Going into the last pair of stages I had a quick look at the results, and noticed a hard charging Andrew Morris and Chloe Thomas just 4s behind, and considering they'd taken a massive lump of time out of us on the previous stage, I was happy to settle for 9<sup>th</sup> and decided that all I could do is just continue as I had all day. We had a clean run through 11 and 12, again setting some quick times. Once the results started to filter through, we were surprised to find ourselves still in 8<sup>th</sup>. Andrew Morris had indeed passed us, taking a whopping 10s out of us over the last 2 stages, but we had managed to keep up the pace enough to make ground on someone ahead to remain 8<sup>th</sup>.

We were massively pleased to halve our seeding amongst such a strong field, and most importantly we'd had brilliant fun getting there! Vicky did a brilliant job in the silly seat, showing that her confidence in the role of navigator is growing event by event.

The next planned outing is now the Promenade Stages in Wallasey on 6<sup>th</sup>/7<sup>th</sup> September, we plan on tarting the car up and doing some routine maintenance over the summer months!

James Swallow/Victoria Swallow.; Bolton-le-Moors CC: Car 16 BMW 328 Compact

#### TRACK DAYS EVERY MONTH at Three Sisters







Monthly Car Track Days - £89 pp

www.threesisterscircuit.co.uk









#### Birchall and Koonja take convincing win at Welsh Hill Rally 2019

Justin Birchall and Jonathan Koonja led from start to finish to take a dominant win on the Welsh Hill Rally. The event, organised by That's Motorsport Limited, started on Friday evening with two short stages. Birchall got off to a flying start in his Lofthouse Freelander, heading the leaderboard by 21 seconds. Last year's winner Paul Rowlands was in second place in his Polaris with Ant Jackson's Audi-engined Warrior in third. A couple of crews had problems early on with Jon Sprackling losing drive on his Bowler Bulldog and Chloe Jones damaging the steering on her QT88, an issue which was still being fixed late into Friday evening.

A long day of action on Saturday saw ten stages being completed. Birchall continued to set the pace and was fastest on every stage with Rowlands maintaining second place. Mark Jacques in his Lofthouse LS3 was third at the end of Saturday's stages with Jackson having dropped down the leaderboard after a stage maximum following a broken propshaft. Jackson would also have problems on Sunday when the steering broke but he and navigator Peter Widdop battled on to finish in 13th place.

Saturday's stages were causing problems for other competitors too. Alan Thomas stopped on stage five with suspected differential issues on his Walker-Adams Revolution. Cameron Crow rolled his Tomcat and Chloe Jones' troubles continued with a misfire and then the fuel pump breaking. She managed to continue though after fellow competitor Dale Gilbertson lent a spare pump.

There was no let up in Birchall's pace as he took fastest time on all of Sunday's stages to give a winning margin of nearly 8 minutes.

"It's been a fantastic event, the stages were great," said Birchall. "It's all gone really well, I think lady luck was on our side as we've not really had any problems other than a smoking relay which we sorted. I've been trying to win a hill rally for ten years so it's nice to finally achieve it. The car has been spot on although it's taken a hammering. It'll definitely need a good check over before round two of the BXCC."

Paul Rowlands finished in second place and, with Mark Jacques retiring on Sunday, it was Rowland's son Jason who took third place in his Can-Am X3.

Ian Gregg and Adam Evans made it three UTVs in the top four in their Polaris. Gregg commented: "It's been a good weekend, a bit dusty but the stages were excellent. We had a bit of a front diff mishap which meant we had to do all of Sunday's stages in two wheel drive. This wasn't ideal for our times but it certainly put a smile on our faces!"

In fifth place was the AT 4x4 Indy Challenger of Rob Bool and Victoria Vaughan.

"It's been hard graft but we made it to the finish," said Bool. "It's a tough event and we had a few problems including a broken driveshaft and CV boot. The wheel bearing was on its way out on the final stages so we're glad to get to the end."











#### Welsh Hill Rally Continued from Page 48

George Bryson and Wallace McKay said before the event that they were hoping for a finish and a good event and they achieved their aim with a 10th place finish and second in class.

Phill Bayliss left his usual Land Rover 90 TD5 at home and did the event in his new car and, despite a couple of issues, he finished 12th and first in class.

Ian Linford also won his class in his Freelander although he found the terrain a little rougher than his last event which was on the closed public roads of Essex!

John Pickering finished 22nd in his production-spec Land Rover Discovery despite an oil leak resulting in a couple of stage maximums. Pickering was awarded the "spirit of the rally" award after helping a fellow competitor get back on the road after putting their car on its side.

Thank you to the event sponsors: Voxcloud, Staffordshire Signs, Britpart, Par Homes, Bowler, Wynne Williams Properties, Birchall Foodservice, NickyGrist.com, Gamber, AJD Offroad, Commercial Colours and Alldrive Classic 4x4 with thanks also to Andy & Sue Powell and Richard Green & Karina James.

#### Top 10:

- 1. Justin Birchall/Jonathan Koonja (Lofthouse Freelander) 02:19:19
- Paul Rowlands/Neil Lloyd (Polaris RZR) 02:27:11
- 3. Jason Rowlands/Liam Dudley (Can-Am X3) 02:30:18
- 4. Ian Gregg/Adam Evans (Polaris RZR) 02:30:35
- 5. Rob Bool/Victoria Vaughan (AT 4x4 Indy Challenger) 02:32:37
- 6. Richard Wynne Williams/Matthew Lowe (Lofthouse M3) 02:32:40
- 7. Ben Gill/Luke Sagar (TMC) 02:40:53
- 8. Dale Gibertson/Peter Gilbertson (3M Challenger) 02:42:06
- 9. Alastair Morton/Iain Johnston (Polaris RZR) 02:42:18
- 10. George Bryson/Wallace McKay (Kirkland Proto) 02:44:41

http://songasport.blogspot.com/2019/05/birchall-and-koonja-take-convincing-win.html

#### **OFFROAD CALENDAR**

BXCC R1: 6/7 April (Walters) Welsh Hill Rally: 17-19 May

BXCC R2: 15/16 June (Forrest Estate) BXCC R3: 13/14 July (Sweet Lamb) BXCC R4: 10/11 Aug (Bovington)



#### **Looking For HELEN HALLY**

I am trying to find a lady called HELEN HALLY.. In 1979 she was involved in the Faberge Fiesta Ford "find a lady Rally Driver". She co-drove for Julie Speechley. This year is the 40<sup>th</sup> anniversary of said championship & a party is being organised for October.

Over the years contact has been lost, so if any one knows of her where-a-bouts, I would appreciate it, if, you could pass on this message & ask her to contact me, either by email; <a href="doodsonp599@gmail.com">doodsonp599@gmail.com</a> or 01953 450281 / 07557731816.

I do believe she worked for Lancashire Primary Care Trust/Health Authority, & was given an award at Buckingham Palace. Plus, she might now be known as "Professor Helen Hally" & she might have died her hair ...... blond, but that is only a guess.!!

I wish you all to stay safe in whatever field of motorsport you are involved.

My Thanks

#### **Paul Doodson**



The popular MacGochans pub at the harbour in Tobermory, Isle of Mull, has been badly damaged by fire.

Mull fire crews were called to the blaze at Macgochans Bar and Restaurant. Four appliances attended the scene.

Group manager Albert Bruce said: 'The Scottish Fire and Rescue Service was alerted at 4.38am on Friday May 24 to reports of a fire at a pub on Main Street, Tobermory.

'Operations control mobilised four fire appliances whose crews extinguished the flames.

'At its height seven high-powered hoses were in use with six firefighters wearing breathing apparatus.

'There were no injuries and crews left after ensuring the area was made safe.'





After a year of extensive planning and organising with every display parking space sold, every trade pitch filled and a reserve list of waiting people if anything cancelled.

It rained.

Boy did it rain.

But.. we still put on a show, Foggy wowed the crowds, lots of our owners still braved the rain and people still turned out to support our charities.

To each and every one of you, we thank you. It may not have had half the things we wanted you to experience but where else would you get to meet Carl Fogarty (Official), see the priceless Jaguar XJ220 and Peugeot T16 for just £5 not to mention everything else that did brave the rain?

From our team of amazing (and soggy) volunteers, we thank you for your support.

Pendle Powerfest

Clitheroe & DMC were in attendance as usual all though their numbers had been affected by the weather conditions and were 3 or 4 cars short of their usual numbers and even they eventually grew tired of talking to themselves (the weather affecting visitors and therefor a lack of footfall at displays) and made an early departure for home















#### **PCA 19<sup>th</sup> June 2019**

Boundless By CSMA North West Motor Sport Group

### **Lymm Truck Stop.**

Six weeks is a very long time with no motor sport for humans and cars. Lymm PCA was an opportunity to get out the mini and have some fun. When we arrived the course was already set up, so the hard work was already over with, thanks to the event organisers. With a great navigator (me) and a clear map, and even cones pointing which way to go; My dad **still** managed to get a wrong route first run!

A mini is one of those cars that needs some good looking after, on my dad's next run it was obvious we should have been treating it nicer and giving it more attention. We had finished in a good time and stopped astride (very important) the finish line, when the mini would not restart. With another car on the course, the marshals jumped into action and pushed the mini out of the way. When everyone who drives also Marshals, everybody gets to feel included at these type of events.

After some work on the engine my dad was ready to go again. Well, that's what we thought. The mini just about survived my dad's next couple of runs. When it finally came to my turn, and car finally conked out for good midway through the first run! I thought I had really missed out, i hadn't driven for ages and i wasn't going to today. Then Steve Johnson bravely lent me his Nissan Micra, and even more bravely Chris Livesey got in it with me. My first couple of runs went okay, I was avoiding the cones pretty well and following the right route. In the mini I have an excuse for hitting cones its a old car for crying out loud. But in the micra is a different story and it wasn't mine! The rules I have learnt in rallying is don't hit anything and go fast. I at least I kept to one of these rules, going fast that is. I hit a cone. If that's what you can call it well I dragged it around the course for ages before I felt bad enough to get out and release it. (That is another £10 I will owe the club!) After that, I at least listened to the other rule and put my foot down.

Once all the cars had finished running, everyone jumped into action and gives a hand in packing the course away before the prize giving .

So, it was a good day after all. The mini needed a new coil and I can't wait to go back to Lymm Truck Stop again on June 23<sup>rd.</sup> We have some unfinished business, on a course that felt fast and fun!







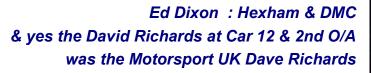
Jess Crawley - 14 years old. U17MC& Warrington & DMC

### HEXHAM & DISTRICT MOTOR CLUB THE SPRING SCATTER RALLY

The hugely popular Hexham 12 Car Series continued on May 1<sup>st</sup> with another well oversubscribed event, the Spring Scatter attracting no fewer than 16 applications for the 12 places available, cue some disappointed club members. The rally was based in the attractive village of Stamfordham where the Swinbourne Arms provided an excellent start and finish venue. Heading off from the village green, the opening regularity took crews down the winding B6309 using both maps 87 & 88.

#### Penalties here

O/A	Car No	Crew	Penalties
1.	10	James Hastings / Sophie Wickham	00:00:51
2	12	David Richards / Ali Proctor	00:01:18
3	11	Alan Bennison / Roy Hewitt	00:01:57
4	5	John Nicholson / Andrew MaGee	00:02:20
5	3	George Eland / Ian Eland	00:07:40
6	9	Chris Dodds / Pete Gibson	00:09:34
7	4	Sally-Anne Hewitt / Mark Lewis	00:11:57
8	6	Thomas Robinson/ Lynsey Procter	00:12:47
9	7	Jeff Tait/ Warren Scott	00:17:58
10	8	David bell/ Andrew Drape	00:21:06
11	1	Ian Guthrie/ Graham Hall	01:13:52
12	2	Peter Latimer/ Peter THoulis	02:54:42







# Rock & Heifer PCA

Well that was a great PCA, my mate David and I are well accustomed to standing out in all weathers, timing at the third year of the A&P PCA series because all six events were held monthly from October to March so snow, lashing rain, howling wind and chilling cold are quite normal. Then because the events have become so popular we arranged another six through summer. The second one in the series today saw a lovely sunny warm day and not only did I not need my thermals, I actually took off my jumper and the two of us timed the dozen entrants doing eighteen runs whilst stood in our shirtsleeves.

This was a whole new experience and if it is an indication of how the next four competitions could go I guess a summer series will be a good idea.

The tests were designed by the clerk of course's kids on the principle that they are never too young to get into motorsport. They have several years experience of watching how Dad does it so although the layouts were closely scrutinised,



no alterations were required. So we now have budding clerks of course at fourteen and twelve years old. Big sister was competing too, Mum drove the results computer so if we can find a job for the dog it will make a full set. The results show a great dice between several pairs of drivers, most notably the eventual winner who normally drives a Mexico but decided to bring his mini with a standard engine. The MX5 was driven like a really smooth drift car, quick and extremely good fun to watch. Although it blew a radiator hose just as it crossed the finish line there was no loss of time and a replacement was hurriedly brought from home by a willing parent, thanks to his Dad. It's good to witness the fluctuations in positions in the results, a chap who has won by many seconds previously came fourth and a middle runner won today. Many thanks to the competitors who come from several other clubs including Clitheroe, Halifax, Keighley and Ilkley.

Included in the entry fee is a voucher for food from the pub and the hot beef sandwiches were truly excellent so well done Mrs Wells too. Same again on the second Sunday in June.

Check www.apmcc.co.uk for results.

John Rhodes: A&PMMC









#### WARRINGTON & DISTRICT

#### MOTOR CLUB

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

Warrington & DMC took advantage of the Local Families Festival Day organized by Three Sisters Circuit on Bank Holiday Monday to show off the clubs members cars and their many motorsport activities to a large and mainly local audience.

Great time had by all from Warrington & DMC and by the crowds attending.

Cracking good day out talking motorsport at all levels







#### Lymm PCA May 19th 2019

#### Dad upstaged again!

'All action, arms and legs dancing on the controls and a smile on his face when he picks up his timecard' was the order of the day for James Robinson [16] at Lymm PCA.

This is only my second event that I've competed at, but James has been competing since the day of his 14<sup>th</sup> birthday. Uncle David has been a great driving mentor in the Mini and Lupo in previous years and has taught him well, but this year James is in his own Micra.

Father and son competitiveness reared its head but was soon quashed as James completely wiped the floor with me, notching up another win. Uncle David has turned up later in the day to watch and when he found out what times James was doing he rubbed a few peoples noses in it [like he does]. James just quietly picked up the champagne and added it to his collection [18<sup>th</sup> birthday could get messy!]

James is now 16 and should have been revising today for his GCSE's. He will do anything to get out of revision. Instead he was thrazzing around a car park in his own car which turned out to be a lot more fun.

My times were way down for a start but James was telling me that I was going in too fast and it was washing out. He began coaching on where to brake, where to feed in the power and feel for grip, how to balance and settle the car, which sections to stay smooth in as you wouldn't gain any time there and where to keep it tight and leave space – very impressed. I got faster and he got faster. I decided to go to McDonald's on my rest period and brought back a chicken nugget meal for him, hoping that the extra ballast might slow him down a bit and give us all a chance but he just went faster after that!

Maximum effort, commitment, precision, control and coolness went into his driving today [you could see it in his face] I just hope he has saved some of those qualities for his revision, time will tell on that one

Car worked a treat today, we'll give it a check over and go again at Lymm in June. See you there.

Report by Andy Robinson (AKA Dad)

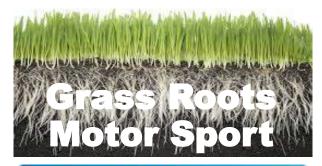
#### Foot note

James Robinson is the latest young Robinson to learn to drive from 14 years old. Uncle David's children John, Faye and Simon all have been past members of the Under 17 Motor Club and ANWCC young driver champions. Now, David has put the information in to nephew James (16) who is now teaching his Dad how to drive an AutoSOLO!

Over the 10 tests in the Production Car Autotest James averaged 57.7 seconds whilst 3<sup>rd</sup> overall in the AutoSOLO, Andy Williams averaged 57.8 seconds, also in a Nissan Micra!

I only hope James is as successful in his exams!

Steve Johnson
Under 17 Motor Club.











#### **Gemini Communications**



30th June

#### **Enville Stages**

Anglesey
Warrington & DMC

7th July

#### **Greystoke Stages**

Greystoke

West Cumbria & Eden Valley

August 18th

#### **Gareth Hall**

Trawsfynydd Bala & DMC

2nd November

#### **Neil Howard**

Oulton Park
Bolton-le-Moors CC

17 November

#### **Cadwell Stages**

**Cadwell Park** 

**North Humberside MC** 

23 / 24th November

#### **Glyn Memorial**

**Anglesey** 

**C&A MC** 

23rd November

#### **Hall Trophy**

**Blyton** 

Clitheroe & DMC

# 3-6 OCTOBER 20

1st October

1 - 6 October

**Wales Rally GB** 

**North Wales** 

I.M.S.

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** 

#### **BIKE RIDES**

?

# 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

### **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

#### Golden Microphone Trophy 2019

Following Plains Rally

Following Plains Rally					
O/A	'A Call Sign		Operator	Se	core
1	G	23	IAN DAVIES	48	points
2	G	62	COLIN EVANS	39	points
=3	G	14	ADRIAN LLOYD	38	points
	G	01	BILL WILMER	38	points
=5	G	37	JERMAINE JACKSON	29	points
	G	56	TONY JONES	29	points
	G	38	SEAN ROBERTSON	29	points
	G	25	CHRIS WOODCOCK	29	points
	G	55	STEVE BROADBENT	29	points
	G	16	BILL & ROBBIE O'BRIEN	29	points
=11	G	50	DAVID PEAKER	20	points
	G	02	GRAHAM COOKSON	20	points
	G	17	ROBIN MORTIBOYS	20	points
	G	65	BRIAN EATON	20	points
=15	G	11	MARK WILKINSON	19	points
	G	04	IAN WINTERBURN	19	points
	G	05	STEVE COOMBES	19	points
18	G	33	JOHN ELLIS	15	points
=19	G	06	DAVE CROSBY	10	points
	G	59	MAURICE ELLISON	10	points
	G	64	DAVID BELL	10	points
	G	70	DAVID MAINPRICE	10	points
	G	24	PAUL HENRY	10	points
	G	28	ANDREW TAYLOR	10	points
	G	51	GERRY MORRIS	10	points
	G	09	KEITH LAMB	10	points
	G	13	STUART DICKENSON	10	points
=28	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	21	DEREK BEDSON	9	points
	G	52	STEVE LEWIS	9	points
	G	48	PETER LANGTREE	9	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







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#### The 2019 WRGB Rally (01st & 02nd) 03rd to 06th October

This is again to welcome, update, advise and invite you to help with Safety Radio cover on this year's event. I am now able to inform you of the whole of this years route which is listed with stage name, distance, times running for the internationals and nations events and the Stage Commander below. Some of the stages are very short and will not need many radio crews. These are identified by iether being FULL or by invitation only by the Stage Commander. Please note that everyone must register on RallyStageTeam, the event database which is now open up and running.

Your assistance is greatly needed and truly appreciated.

#### **Thursday 03 October**

Shakedown 4.4 Km Gwydir

9am till 12:30 am SC Karen Spencer - Radio Crews will be on invitation from the SC Only.

SS 1 Oulton Park 3.7 Km

19:08 - Stuart / Graham - SC Jon Binns / Darren Spann - Radio Crews will be on invitation from the SC Only.

#### Friday 04 October

SS 2/6 Elsi 10 Km

07:17 - 14:40 - National 09:22 - SC Jon Aston

SS 3/7 Penmachno 16.95 km

07:45 - 15:08 National 09:50 - SC Wenna Roberts

SS 4/9 Dyfnant 19 km

09:57 - 18:12 National 13.04 - Steve Henstock

SS 5/10 Aberhirnant 14.5 km

10:55 - 19:10 National 14.02 - SC Mike Kennett

SS 8 Slate Mountain 1.6 Km

15:58 - National 10:40 - SC Gwyn Jones

FULL - Radio Crews will be on invitation from the SC Only.

#### Saturday 05 October

SS 11/16 Dyfi 25.5 km

0 8:08 - 16:21 National 12.48 - SC Mario Mangano

SS 12/14 Myherin 23.5 Km

10:08 - 14:08 National 16.15 - SC Dyfan Davies

SS 13/15 Sweetlamb / Hafren 25.7 Km

11:02 - 15:02 National 17.09 SC Gary Mitchell

SS 17 Colwyn Bay 2.4 Km

19:10 - SC Mark Dickinson

FULL - Radio Crews will be on invitation from the SC Only...

#### Sunday 06 October

SS 18/21 Alwen 10.4 km

0 7:24 - 11:06 - SC Ian Evans

SS 19/22 Brenig (power stage) 6.45 km

8:08 - 12:18 - SC Jon Binns

Radio Crews will be on invitation from the SC Only.

SS 20 Great Orme 4.8 Km

09:26 - SC TBA

#### www.geminicommunications.org.uk

**Bill Wilmer** 

Wales Rally GB, Event Radio Staffing Coordinator & Senior Official - Communications

Wales Rally GB, North Wales Radio Equipment Coordinator

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WALES RALLY GB

S-6 OCTOBER 2019

# **Radio Mutterings**

#### Plains Rally 11th May 2019.

An early start and a busy weekend beckons as I leave home to drive the 90 odd minutes down to Bala and the site of the 'Field HQ' for this iconic Welsh forest event. As a consequence of a late forestry allocation and a walking event in town accommodation is at a premium and thanks to a competitor we set ourselves up in the workshop of the Minafon Garage on the industrial estate in Bala. Here in the garage workshop set amongst various shells and engines we set up the Rally Control for the event, Bill on management and myself and Ian Winterburn sharing out the C system stages, or at least that was the plan. Set up the day before the C system was to run like management via the internet through into laptops, with Bill and the team setting up remote Gemini back up Controllers out in the hills (just in case). It's brass monkey weather in the workshop and several layers are called for to keep warm, with our kettle and the promise of a hot drink somewhere out on the stages in Phil's safety car.

Unfortunately the best laid plans of mice and men doesn't work for the first stage in Dyfnant or indeed it's second run later on as the 4G internet signal is down so the backup Gemini Controller Graham is set to work in the field and Ian W switches to monitor the A system in this stage. This leaves me to get on with the C system into Aberhirnant and later Llangower via the repeater link with the assistance of Stuart another member of the Gemini backup team somewhere half way up a welsh mountain !!. I know this new way of working offers much but until we get a 100%+ signal with a backup we must go to the time and trouble of having Controllers stuck alone up hills and mountains with a reliable backup or events cannot run.

As Dyfnant gets itself organised I concentrate on my own first stage SS2 Aberhirnant and prepare for both the radio checks but also the inevitable safety convoy necessary for an event of this status and complexity. Out on SS1 the Safety Delegate has a 'moment' in stage, but soon resumes passage through the stage and after a short delay lan and Graham get the first 200 cars into Dyfnant at 09:19. For me the priority now is to get all of the various safety cars in and out of my stage and the motorsport UK Safety Delegate chauffeured by Dave Mitchell happy with the stage. Nicky Moffitt the Delegate enters the stage just before ten o'clock and keep up a sensible commentary of their passage through the stage and a few issues that need to be addressed. Thankfully there are no major issues and by 10:15 I have the green light for the 0 car to enter the stage.

First car 231 flies into SS2 at 10:29, about 17 minutes later than the original schedule but the action is underway and at least for me the direct, OK via a repeater C system comms into the stage works well, with Bill riding shotgun across the A system management frequencies. Whilst I monitor the first cars into SS2, Ian via Graham has a









'safety' shout and a call for medical assistance. Les the CoC immediately agrees to the stage being stopped and Cam Rescue 2 is dispatched to the scene and we await an update. A short while later the call comes in that there is one casualty who thankfully isn't badly injured but does need to be taken to the RVP point to be picked up by a 'county' ambulance so the 999 call is made from Control.

Whilst Ian and Bill manage their issues I get my own safety call as Mewla 18 reports that Car 4 is missing in SS2 and I immediately start a sweep through the stage to try and isolate the missing car. Thankfully we eventually find the car off between posts 2 and 2a, some thirty feet from the stage and apparently ten feet down but most importantly the crew if not their wallets are both OK. Meanwhile the delays in SS1 mean the deployment of interim safety cars as the twenty minute rule between competing cars comes into effect. For me I have only just found Car 4 when Summit 6 shouts out that Car 8 is off at Junction 5 after first hitting and then collecting one of the bales.

#### Radio Mutterings : The Plains Rally Continued from Page 58

The action on SS2 just keeps on giving as next I have to find missing Car 28, who after a few tense moments is located having rolled off the stage around Junction 2d/3 and once again thankfully both crew members are reported as OK. By now the incident and necessary stoppages have left the event running circa 60 minutes late and Les asks me to halt the stage to allow some of the gap to be closed up. Another missing car shout and this time we have to try and find Car 37, which after some confusion is finally located about ½ mile from the Stop line, OK. With the twenty minute rule now effecting Aberhirnant I have to send in 00 to sweep the stage but the action resumes with Car 57. After the first of several 'ghost cars' being reported as missing i.e. unfortunate check sheet errors I eventually see a total of 108 cars into the stage and only 102 safely out, phew!!

As we now have a window of circa 45 minutes before the safety convoy returns for the running of SS4 I set about the task of getting as many of the recoveries completed as possible. Thanks must go to my two recovery units Extractor 3 and Gemini Recovery who make sterling efforts to get as many cars as possible clear of the stage, well done to both hard working crews. Annoyingly one of the recoveries is delayed as the crew of the car can't be found anywhere and eventually their own service crew give permission to "just pull it out of the stage", not ideal but necessary to prepare the stage for the second run. As this is all happening I start the process of getting the final stage SS5 at Llangower ready.

Just before 16:99 we get the Safety Delegate back into Aberhirnant and begin our first car into SS4 at 16:25. After a few problems with loose livestock after the finish things settle down, although only briefly as Car 222 hits trouble and parks up or is rather pushed clear with Mercury 11. With Llangower also now operational at 16:54 the radio channel is certainly kept busy, with a couple more 'ghost cars' and then Car 26 who is reported off on SS5 in a ditch with clutch problems around Junction 2. Stuart as Gemini Link halfway up a Welsh hill proves his worth as at times I struggle to hear all of the radio points in SS5 and Stuart acts as my backup. Meanwhile back in Aberhirnant Car 65 is of with Sport 2 around Junction 4 and Car 66 retires at the end of the stage. A brief scare then occurs as Car 61 are reported missing and after some considerable searching we manage to locate them OK off after Junction 4. In the end a total of 92 cars make it into Aberhirnant and 89 out. At this point it is nearly 19:00 and my rally is done and I handover the final cars into Llangower to Ian to handle as I leave Bala and head north for the long drive up into Yorkshire and prepare for what turns out to be another very long day at Melbourne Airfield.

# John Overend Memorial Stages Rally,

Melbourne, 12<sup>th</sup> May 2019.

Sometime probably on the Warcop Stages Chris Woodcock asks if I will help with Control on the return of this event to former Melbourne Airfield and I agree, so I find myself waking early in my 'Lenny Henry' inn to a very fogy landscape for the thirty minute drive across to Melbourne. The venue took a break the previous year as the clubs who use the venue, motorsport UK and the landowner spend circa £50,000 resurfacing some of the more badly damaged sections and other changes to the venue. To be honest I hardly recognised the place with a relocated service area and layout, the latter now excluding the main central former runway section.

Once signed on I need to set the car up so I can run radio control parked behind the rally HQ cabin, with no mains power on site I make do and mend and prepare for an expected early start to the day's action. For a relatively compact single venue airfield site I seem to have more radios than junctions, with 18 radios spread across the site and multiple handhelds being used by the organising club officials from North Humberside MC. After a quick bacon butty I'm helpfully introduced to Andy Ranger 13, who acts as my support during the day alongside running the convoys in and out of the venue after each pair of stages. Visibility at least to begin with is still a little challenged as the early morning fog lingers until finally burnt off by the sun.





After an 08:00 radio check all are in position and the Clerk and motorsport UK Stewards begin their final runs through the stage. After a short delay I finally get permission to send in the 0 car at 08:28, followed by the first of the juniors at 08:38, a bit like recently at Anglesey the juniors run each pair of stages to be followed by the main field.

Continued on Page 60

#### Radio Mutterings John Overend Memorial Stages Continued from Page 59

The fourteen juniors are no sooner in and they are successfully out of the first stage by 08:54 and queuing up with Loughborough 3 to begin their second runs. With little drama the juniors are in and then out of the second stage by 09:12 and after a swift check call through the stage the main field begin SS1 at 09:15.

Almost from the get go the radio traffic comes in thick and fast as cars explore the outer limits of both the stage and their abilities and the lap counter aka Speed 11 is kept busy. For the first run a total of 49 cars start and we only see the demise of Car 12 who stops out around Junction 20 with Cog 1. The second run for the main field starts at 09:52 and although all by now 46 runners complete the stage, Car 8 seems to have a magnetic attraction to the chicane at Junction 18, Car 6 is running slowly and Car 14 completes the stage on hazards. So far so good, but the gods then begin to conspire against us.

A short planned 15 minute turnaround takes double the expected time, but this isn't so bad and the juniors are soon back in action by just after eleven o'clock with SS3. With 14 cars into the stage everything looks good and then there is a 'firm' safety shout from Derek Silk 8 out at Junction 10, one of the juniors has rolled. Derek is thoroughly professional in his approach and describes that the car is on its roof and the crew haven't yet got out, so Omega Rescue is immediately asked to standby. After a few tense moments Derek reports back that the crew are out of the car and shaken but OK. To complete his report Derek is also able to give me the numbers of the cars that stopped at the incident and those subsequently slowed and I am able to pass this important information to the Clerk. In light of the damage to the car and the fact that it is leaking fluids Crossrigg 1 Recovery, part of a trio of Crossrigg units is sent in to remove the car before the second junior run.

Once the recovery of Car 112 is completed we get the juniors back underway at 11:43 and almost immediately there is another problem as Car 102 stops literally 20m after the start line and is pushed back. Their request for a restart is appropriately refused as they had started the stage and been pushed back into the control area to remove them from the live stage. Speed 11 then calls in and reports Car 111 of with them at Junction 8 and the car is pushed safely clear of the stage ready for the return of the main field, as 11 juniors get to the Stop line.

The first of the main field start just after noon and the action is punctuated by an aerobatic plane overhead, flying barrel rolls and spins high above an adjacent field! Car 17 quickly hits trouble and stops with Speed 11 at Junction 8 and Car 46 has gear issues out at Junction 3 meaning 45 cars only get to the end of SS3. For SS4 the action is similarly hectic with Car 26 stopped after the start with what proves to be a rear diff issue and then Car 20 manages to take out the timing beam at the finish. By quarter past one we have managed to run four stages, before the planned lunch break and time for me to stretch the legs and get a quick bite to eat.

Unfortunately the stage turnaround seems to take forever and after a significant delay, despite the teams best efforts we finally get the 0 car into SS5 juniors at 14:48, some 90 minutes after the last car out of SS4. Our troubles however aren't yet over and the 0 car reports that they are not happy with part of the stage layout and the Clerk plus Stewards must re-enter the stage to investigate and remedy the matter. To be honest that's what the 0 car is there for, an important final safety check at speed through the stage. After a further fifteen minutes or so I finally get the green light to send in the first of the juniors into SS5 at 15:10. Although Car 103 takes an instant dislike to the chicane at Junction 26, Ferret 4 and the marshals at this location do a magnificent job in rebuilding the chicane. A safety shout from Loughborough 5 at Junction 13 reports Car 110 off into the banking on the outside of this ninety bend. After discussions with the Clerk we all agree that the car needs to be moved before the second run and after some delay it is eventually pushed clear of the stage and we are ready for the second run. Just after half three the juniors head back out and thankfully all 11 that are still running manage to make it safely in and out of their sixth stage of the day, out of a planned eight.

A little before four o'clock the main field head in for their first run of the revised stage and Car 3 almost immediately demolishes the box junction with Malton 2 but keep running. Car 8 continues their apparent mission of the day to take out the chicane at Junction 16 and Crest 3 and the marshals once more heroically but safely rebuild what remains. Car 32 then retires with Malton 2 at Junction 16 and we have 41 runners remaining. For the second run the action is similarly fast and furious and we see the demise of Car 23 at Junction 13 with suspension damage and then Car 39 who is reported off with Jorvik 2 at Junction 21 with rear axle damage leaving 37 runners through the flying finish by five o'clock.

After much deliberation the organisers decide to go ahead with the final stage turnaround and the running of the final pairs of stages, meaning we all have a late finish ahead. Stage 7 juniors gets running at 17:21 and thankfully is stress free at least that's what I expected until the final car on the road Car 110 decides to roll out at Junction 12 close by to Mercury 12. Mercifully both crew members are shaken but OK and Crossrigg 4 does the honours of relocating the car to a safer location to enable the final run for the juniors to go ahead. This time the gods are smiling and the remaining ten juniors all complete the stage successfully by six o'clock.

Continued on Page 61

#### Radio Mutterings John Overend Memorial Stages Continued from Page 60

After a quick 'any reason we can't start stage 7' call we get the main field into their penultimate stage at not much after six. As everyone keeps their fingers and toes crossed the stage passes in a blur and the remaining 33 cars all pass through the stage and then head back around for their final stage of the day, although one does call it a day and heads back into service. The final, final stage of the day eventually gets off the line at 18:32 and although we lose Car 40 who stops at Junction 9 the final runner Car 34 finally gets to the Stop line just before seven, after a very long day. For me there is just time to say a big thank you to the radio crews and marshals out in the stages for what has been a long and sunny day, pack up control and head the two odd hours back home after a very busy weekend

Ian Davies Gemini 23

motorsport UK Radio Controller

#### **Manx National Rally 2019**

First visit of the year to the Isle of Man for the Manx National Rally last weekend. After picking up my Manx radio set at a wet TT Grandstand on Thursday evening it was an early night ready for a long day on the Friday.

Friday: I was assigned Start Radio for the Shakedown Stage on Begoade Road just outside Onchan. After the usual variety of set up and official cars had passed I was informed that the "convoy" would follow 00 into stage. Convoy, what convoy? I asked. Apparently, the Porsche GB Club were on the island for their "Tour de Manx" and had arranged to drive through the Shakedown Stage before we opened it to MNR competitors. Lead by a Porsche Macán Turbo, a convoy of 911s of various vintages went off at 10 second intervals for a leisurely, well they set off leisurely, drive through to the Creg ny Baa.

After that we set the 0 car off and then waited for competitors... and waited... there was a distinct possibility we'd breach the 20 minute rule and have to send for 0 again, but eventually 2 cars turned up in time and we started the stage, by the time those two came back for their second run a few more crews had hauled themselves out of bed and we had a good field, indeed we had to go to 30 second starts for 10 minutes to clear the queue. Mix of rain and sun continued throughout the afternoon.

Back home for a quick tea then it was down the other side of the island to Bishopscourt to take up position as Finish Radio for Stages 2 & 6. We had more or less constant rain for SS2, although my sister (Manx 14) reported it was bone dry up on the Druidale stage. No dramas, apart from a few cars arriving at the finish with bits of Manx scenery attached to wheel arches, and a few missing body parts (car not human). We lost 1 car on SS2, 109 in, 108 out. We hadn't long dealt with the last car before Spec Safety was back in the now SS6, and in the fading light we had our second run underway with a reduced field of 91 cars. The beautifully prepared Toyota GT86 of David Huxley and James Proudfoot had its front bumper dislodged in stage, so scraped its way across the finish line and then spent the rest of the weekend with a plain black nose. Again we lost 1 car in stage so 90 crossed the finish line before we closed the stage at just before midnight.

Saturday dawned bright and sunny, and after breakfast it was a drive to the south of the island, avoiding the extensive roadworks on Douglas Promenade – it'll be fun there for the TT invasion in a couple of weeks! – I was teamed up with the Buccaneer Crew, with Karen Spencer Stage Commander, as Start Radio for the St Mark's Stages SS11/SS15.

Continued on Page 62













### Manx National Continued from Page 61

The attrition rate started to take hold early and the 90 cars out of service had reduced to 87 by the time they got to us, and SS11 claimed another 4.

An hours break relaxing in the sunshine eating our lunch bags kindly provided by Manx Auto Sport before we kicked SS15 off. Alas we soon had the first of 2 stage stops after just 13 cars had been sent in. After a 14 minute break we restarted the stage, but we only managed to put another 16 cars in before a second stoppage. A 17 minute break this time which was uncomfortably close to the maximum gap permitted. However we managed to get cars rolling back in in time and able to complete the stage without further incident. Both stoppages were thankfully not serious, with superficial damage to both cars and crew OK. We put 73 cars into this penultimate stage of the rally. And 70 made it across the finish line.

Another beautiful sunny day on Sunday and it was lunch on the promenade at Laxey before getting the afternoon ferry back to Liverpool. A flat calm crossing too, could have been in the Med!

#### Sean Robertson Gemini 38

- Motorbike, Car Race and Rally Marshal, Rally Radio Operator.
- 'World Host' accredited Ambassador at Liverpool Cruise Terminal and Culture Liverpool.
- Subaru Driver.
- IT Analyst by day to pay the bills.
- European Celt.
- Social Democrat.
- All views in my blog are personal and have no connection to the organisations I work or volunteer for.



# New motorsport development strategy

After careful research, we have concluded that Motorsport UK needs to directly implement new initiatives to raise awareness of the opportunities in grass roots motorsport and also increase our direct support to the clubs.



As part of this new approach, Motorsport UK will be embarking on a promotional programme, attending events to raise the visibility of the sport, with particular focus on grass roots level motorsport.

To assist with club development and support for them, a range of initiatives will also be implemented for the clubs such as workshops, media toolkits, online learning platforms, a direct help-line and collateral that will assist clubs in organising events and growing their membership.

Motorsport UK are very grateful of all the support that the RDOs have provided through the execution of their role and the energy that they have brought to bear in the wider promotion of motorsport in the UK.

We also recognise that the RDOs are valued members of their local motorsport community with considerable experience that is valuable in helping Motorsport UK reach its objectives. As such, a fund will be set up for projects that are in line with Motorsport UK strategy, and we have invited the RDOs to submit any ideas on initiatives that they consider would supplement our new approach. Funding for these will be assessed on a case-by-case basis.

Motorsport UK is grateful to the RDOs for their dedication to the sport and hope that we can continue to count on their support in the community going forward.

### REGULATION CHANGES FOR CONSULTATION Proposed Regulation

18.6.3. Brakes are free but must comply with Construction and Use Regulations. A hydraulic handbrake is permitted where a functioning mechanical system is also present. The hydraulic handbrake lever shall operate in an arc not exceeding 50 degrees from the horizontal. This must incorporate the existing manufacturers handbrake lever, mounting position and pivot point.

#### **Implementation date: 1st January 2020**

**Reason:** The current regulation was intended to stop the proliferation of vertical WRC style handbrake levers in Road Rally cars. Trying to operate two different handbrake systems from a single lever is not without difficulties. This proposal ensures the retention of an operable mechanical handbrake, thus retaining compliance with legal requirements and limiting the nature of the operating lever for the hydraulic handbrake to an arc similar to that of most OE mechanical handbrakes. Since existing systems will not be rendered ineligible early implementation is sought for 2020.

Email for comments: ralliesconsultation@motorsportuk.org

Closing date for consultation: 28th May 2019

#### HOW AMATEUR MOTORSPORT WILL DIG IT'S OWN GRAVE by Maurici Revilla-Vazques

I don't normally write full letters in English as it is not my mother tongue and I find them really hard to write. I will make the effort that time, as I want this post to have as much distribution and shares as possible. Please, make yourself an effort too, to understand it.

This is going to be a pretty long read, so grab a beer and sit comfortably, you will need it.

As many of you may already know, 4 Westfields were excluded in a targeted action against this kind of cars by the Chief Scrutineer in Longton's April Anglesey sprint, celebrated as opening event of most of the sprint championships in the north including the British Sprint Championship, SD34, & ANWCC. Please, allow me to talk you a bit about it.

First of all, the facts, and the rule that was applied to exclude these competitors:

"J5.16.7. Exhaust catalytic converters must be fitted to all petrol engined production based saloon, touring and sports cars, including specialist production and kit cars, manufactured after 31/12/99. They may be specified for certain other formulae. Competitors are reminded of their obligation to maintain such equipment on a vehicle used on the high-way where government legislation requires it."

3 of the 4 Westfields were correctly excluded as they were manufactured post 2000 and they didn't have a catalytic converter. The 4th (myself) was excluded using the wrong technical grounds for it as is a 1999 car. However it was registered and put on the road (as it was a roadgoing class car) in 2001, and this is the date the Chief Scrutineer used to exclude the car, which is wrong and the manufacturing date should have been applied.

I didn't appeal to the decision at the time moment for several reasons:

1st. I was terribly upset. The Chief Scrutineer treated us like shit during the whole weekend, and he refused to debate the rule with me 3 times, and he was extremely rude and unfriendly. It was more the behaviour of a sheriff in front of a group of thieves rather than a technical guy in charge of the safety compliance of the cars of an AMATEUR competition. He wanted us excluded, and appealing wasn't giving me the chance of competing the next day either, so... what was the point?

2nd. At that moment, I wasn't in the right state of mind to clearly think about what to do, I wasn't entirely sure about the rule itself to be able to make my case, and I didn't wanted to risk 260 quid with no warranty to have the times restored,

3rd and most important, after being treated like shit, the safest option for me was to leave the premises before engaging in a very nasty argument, and who knows if now we would be talking of how a competitor ended in court rather than ended excluded. So, I took the right decision on leaving.

#### More facts

The catalytic converter rule, has been in the rule book for at least 7 years, and it's NEVER been enforced in an amateur level, this has been the first time since then that an sprinter or hillclimber its been excluded due this rule. In a short walk I took around the paddock on Sunday morning (it was a 2 day event), I could count AT LEAST 15 more cars post 1999 without catalytic converters, and none of them were excluded. Some of them were S2000, MX5's, Lotus, two modern compact rally cars, Audis... well the list was long.

It is important to remember that this was a 100% amateur event. Normally characterised by people with very limited budged, doing real finance engineering to be able to afford the competition, and that the catalytic converter rule, isn't actually safety critical. And at the end of the day, most of cars don't use them in the track anyway. In my case, it has meant a loss of OVER £2000 to prepare the car for a season that I won't do after all, and another £1000 of loses straight related to that weekend.

#### Now let's talk about the victims:

1st victim. The organising club itself. Only with me they have lost about £1000 on entry fees as I was doing most of my events organised by them for rest of the year. They have also lost a membership renewal and all the successive entries in the next years. Along with me, I can count at least other 6 or 7 drivers that won't be out with this club in the near future. Some of them fast and well known. If you add all of it, the club will be missing about £10k at the end of the present year; which is probably the cost of running few events. I may seem insignificant, but £10k in amateur motorsport can made a huge difference at the end of the year accounts. Last year they struggled quite a lot to fill some of the events so surely this won't help. It is a real shame. Despite that I think they have managed the whole situation pretty poorly, a hit to grassroots motorsport is NEVER a good thing...

2nd victim. Amateur competitors and the sport itself. Because... as said before, nobody has a catalytic converter in a pre-2000 kit car, because you don't actually need it for an MOT for the road. So why you do for competing? Who knows, but nobody is going to throw a grand in the car only to be compliant with an stupid rule. (Cat, engine mapping, fabrication..).

Now that the facts are public domain, there is a lot of people scared in several disciplines and pulling entries. The fact that a car was wrongly excluded doesn't really helps to clarify and understand the actual situation of a rule that has never been enforced before.

#### Who wins?

Well, unless the (well-known trouble maker) Chief Scrutineer enjoys the fact of being under the spotlight of the social media, NOBODY wins.

**MSUK loses** 

The club loses

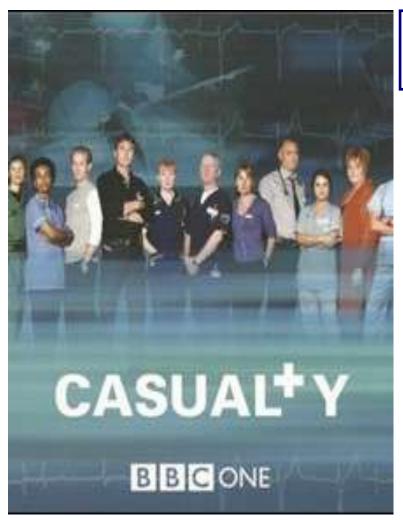
The competitors lose

And the sport takes a hit.

Now, several enquiries are being done to the MSUK, to the organising club, and the intention is to try escalate the issue to the top of MSUK management... following last year's declaration of intentions of "apply rules sensibly in grassroots motorsport and only take actions if safety critical". I'm really pessimistic about this as I don't really expect any positive outcome.

I won't name and shame the individuals names, nor directly point to anyone, but these facts are in the public domain, so you won't have too much trouble trying to find the information, just in case there is a particular team of "event organisers" you want to avoid until there is a clear direction of what is going on.

Maurici Revilla-Vazques



On Page 62 there is a copy of the letter sent from Motorsport UK regarding Regional Development Officers. This letter gives details of the new approach that Motorsport UK will be embarking on namely a promotional programme, attending events to raise the visibility of the sport, with particular focus on grass roots level motorsport.

To assist with club development and support for them, a range of initiatives will also be implemented for the clubs such as workshops, media toolkits, online learning platforms, a direct help-line and collateral that will assist clubs in organising events and growing their membership.

So - RDOs have been made redundant but the RDOs have been invited to submit any ideas on initiatives that they consider would supplement the new approach and will now be following a Motorsport UK planned promotional programme.

I found the RDOs good to work with and very supportive. However, nothing remains the same and we must embrace change. I just hope that this change does work well because change for change sake is a terrible way to implement good long lasting improvements.

Hugh Chambers (Motorsport UKs CEO) sent me an email this week - which said Your professionalism and dedication is world-renowned, while your enthusiasm never ceases to amaze me. I thought 'Nice but why me? And then I read on, seems he was saying thankyou to all volunteers and marshals.

There was a lot more in that email which was not just sent to me but to all marshals and volunteers - 10,000 marshals and 4,000 Officials

# **Grumpy Old Git**Still Wittering On & On & On



Over the last few months I have done very little other that rabbit on about my Hip and my various trips to hospital. So much so that I have contemplated changing the strap line for this page from 'Grumpy Old Git' to 'Casualty'. With a bit of luck you wont have to put up with this gibberish for much longer - I have eventually been given an appointment to see my orthopaedic consultant on the 19th of June. - just got another letter cancelling the appointment for the 19th and rearranging it for the 20th- and yet another appointment has just arrived moving it to the 17th - dont know if or when I am coming or going!. This time I hope to get the nod to drive again. I have now been housebound for the most of February and the whole of March, April & May with just the odd trip out courtesy of my carers Matt & Steve Broadbent & Steve Lewis who have chauffeured me to the odd event. (thanks also to Matt & Chris Hewlett). Despite being out of action for almost 4 months I was surprised to see that I have still managed to be in 3rd place in the SD34MSG Marshals Championship. 112 of you cant beat an old bloke with a broken hip! Hope to be back up and out on more events very soon. When I am fully fit again I hope I can take more of an active role rather than just sat in the car watching other people do the real marshalling

First event will be sat in the silly seat on the G&PMCs Memorial Rally with Steve Flynn as Chauffer for the night and then the following week I will be sat in with Malc Graham in his MGTF guiding him on the Pendle & DMCs Summer Tour - a Touring Ensemble around many of the roads used on past PDMCs Summer Rally & Springhills Ribble Rallies, hopefully Malc will remember most of the difficult to find slots - hopefully!!

### Also on Page 62 is a proposed rule change from the Rallies Committee of Motorsport UK.

This change hopes to simplify clear up some misunderstandings regarding Hydraulic handbrakes on Road Rally Cars and comes into effect January 1st 2020

The Closing date for consultation is (was) the 28th of May 2019

On page 63 is a report by Maurici Revilla-Vazques that I had originally included in last months mag but at the last minute decided to pull it and wait for the dust to settle.

A month has gone by and various people have been in touch with the relevant responsible people within Motorsport UK to try and resolve the situation with a clear and easy to understand definition (or clarification) regarding Catalytic converters in Westfields etc . . . . MotorsportUK seem to be burying their head in the sand or maybe its one of those 'too difficult questions'

Unfortunately, the Yearbook is contradictory for some categories of car as S11.5.1 says ......exhaust systems are free. But this only refers to Road-going series production cars – which is daft.

The issue of exactly what is meant by "manufactured" is an ongoing problem that is not properly defined in the MSUK Yearbook.

#### **Hard Times For Britain's Largest Car Dealer**

Pendragon, the biggest car dealer in the UK recently announced their 2018 financial results – a stonking loss of £44.4M. Revenues declined by 2.4% but the company chose, or perhaps were forced by their auditors, to write down the value of their assets by almost £96M. In simple terms their dealerships both as businesses and as properties are simply not worth what they were. Pendragon has been pursuing a strategy of reducing the number of prestige franchise dealerships they have because of what they see as the excessive demands from manufacturers for very expensive facilities. In particular they have been moving out of Jaguar and Land Rover. They operate a total of 17 BMW dealerships currently and industry rumours say they would like to be rid of all of these. What putting that lot on the market would do to the value of BMW dealerships in the UK is pretty obvious!

Pendragon now operate a total of 32 used car only facilities under their "Car Store" brand.

This hasn't been entirely successful for them, profits for the first quarter of 2019 were £1M below budget and the Car Store boss has been placed on "gardening leave".

Another large dealer group, Vertu Motors declared itself "pleased" that its 2018 profits were "only" 17% down on the previous year.

These results explain the gradual but continual reduction in the number of new car dealers in the UK. In particular the smaller rural dealers are either closing or walking away from the new car business. 20 years ago there were 12 Ford car showrooms in North, East and West Cumbria operated by 7 different owners. Now there are 5 with 4 owners. Nationally most of the family owned and operated dealers have disappeared placing the lion's share of the business in the hands of the large groups, resulting in less competition, less consumer choice and many would say lower standards of customer service.

#### **Electric Cars, Good News and Bad**

The University of Cologne has just produced a report that contends that electric cars won't in fact result in a reduction of emission in Europe. In fact quite the opposite, the report says that electric vehicles "produce significantly higher levels of CO2 emissions than diesels"! This is due to the significant amounts of energy used in mining the lithium, cobalt and manganese required to produce batteries. Producing the battery pack for a Tesla Model 3 results in between 11 and 15 tonnes of CO2 pollution, The pack will last for 10 years during which the car will travel on average 94000 miles so the result is 116-156 grams of CO2 per mile. Then of course you have to add the pollution from the power stations that generate the electricity required. Until all power is generated by renewable or nuclear the total emissions for the Tesla are actually 249-280 grams of CO2 per mile. This is of course far higher than most petrols or diesels!

The study concludes that the correct route lies in methane powered petrol engines and/or hydrogen motors. As both my regular readers know I've long contended that hydrogen is the correct answer and that electric is a very expensive blind alley.

Further bad news is another forecast that the precious metals required to make the batteries for electric cars are in short supply and therefore will increase dramatically in price over the next few years. About two thirds of the cost of an electric car is made up by the batteries, so the results are obvious.

Meanwhile the environmental lobby are demanding the Government reverses the recent cuts in grants to customers buying hybrid or pure electric cars. These people either haven't read the University of Cologne report or have simply rejected it on the basis it doesn't agree with their opinions?

Finally don't get me started on our total inability to provide the necessary recharging network if electric cars take off as forecast.

The good news if there is good news is that order books have opened for what I judge to be the first REAL electric car, the VW ID. REAL because prices will start at around £23000 and have a range of 205 to 340 miles depending on which version you buy. The ID is just the start of a range of electric VWs based on the same technology, and of course we will see versions from Seat, Skoda and Audi fairly soon. So if electric cars are a good idea, which may be doubtful, here's the start of ones that tick all the boxes.

Next task is to convince motorists. A recent survey of 2000 car buyers showed that while concerns about range and costs continue to be common buyers have other worries. Almost 20% think they risk electrocution when driving an electric car, and a similar number think you can't take one through a car wash. One in eight believe the car will fail in heavy rain and around 10% think they're banned from motorways in the UK!

#### **Tesla**

While political journalists must be very grateful for Boris and Nigel as reliable sources of something to write about, I feel the same about Tesla boss Elon Musk. In the last few weeks he's reversed his decision to close all Tesla's dealerships. Then having announced a tiny profit for the last quarter of 2018 and predicted that the company's loss-making days were over he was forced to report a thumping loss for the first quarter of this year. Next he promised to produce a fleet of taxis by the middle of 2020 that won't need a driver. Independent experts responded that neither the technology nor the regulatory framework would be remotely ready until years later. Finally last week having promised investors Tesla was now cash positive with no further need to raise additional funding he was forced to go to the markets for a mere \$2.7 BILLION of fresh capital.

I was recently talking to a company with a large fleet of cars who are considering going electric. They made it clear that they wouldn't consider Teslas, simply because they felt they couldn't trust Mr. Musk. Not surprising really?

#### **Changing Face of Vehicle Auctions**

I recently enjoyed a long lunch (thankfully I was travelling by train!) with an old friend who's just retired after over 30 years in the vehicle auction business. His reflections on how things had changed in that period I at least found very interesting. When he first started everything was sold as seen and it was up to the buyer to decide if the vehicle was right or wrong. Now almost all cars and vans are offered with a full description, service history etc, and buyers demand they are "graded" in terms of quality and the amount of remedial work that may be required before they can be offered for retail sale.

This has enabled the growth in online auctions where a buyer can sit in his office hundreds of miles from the auction site and bid on his computer. One of the results is a significant reduction in seasonal trends. Whereas 4x4s were worth much more in winter and convertibles more in summer that is much less the case now. Also regional differences in values are less pronounced now buyers can bid from Scotland at an auction in London and vice versa. However some truths remain. Small automatics still make more money in the South East, diesels in the North and rural areas. And electric cars are very much in demand in London, but not elsewhere.

My friend predicted that by 2020 80% of vehicle auction transactions will be completed online. Like many other effects of the internet, many will regret the loss of the physical part of the process.

#### **Remember Road Tax?**

This was first imposed to do what it says, be a tax designed to raise money to be used to provide new and improved roads. Of course that was a long time ago. Now it's called Vehicle Excise Duty and the money just goes into the vast Government pot to be spent on goodness knows what. NOT potholes, that's for sure!

Recently Highways England quietly announced that 10% of the road building schemes they

had promised as part of the biggest upgrade of the network for a generation could be scrapped for financial reasons. A further third of planned improvements are to be delayed, some by as much as 5 years.

#### **Official MPGs Still Inaccurate**

What Car recently reported that the average car now consumes around 5% more fuel than the new WLTP figures suggest. Worst offender is the Volvo V60 D4 which consumes over 23% more fuel than the official figures suggest with the Ford Fiesta 140ps at 21% more.

#### VW "Dieselgate" Rumbles On

You might be forgiven for thinking this was all over a long time ago but sadly not. Recently Porsche were fined 535M Euros by German prosecutors for neglecting its legal duties to comply with emissions regulations. Meanwhile former VW Chief Executive Martin Winterkorn has been charged with fraud in Germany on the basis he was aware of the cheating 16 months before it became public.

\*\*Continued on Page 67\*\*

#### **Ford Announce European Job Losses**

This one was no surprise, perhaps most people expected the numbers to be bigger, but there is almost certainly more to follow. Ford of Britain are to cut about 550 managerial jobs at their Essex Head Office and 400 production jobs from the petrol engine factory in South Wales. In addition Ford will cut around 5000 jobs in Germany which is still the major centre of their European car manufacturing plants. There is no doubt that as a car business Ford of Europe is in big trouble yet they have a great van and pickup operation. In my view (and I still talk to some senior Ford people) there is more bad news to come, a reduction in dealer numbers almost certainly part of it. Ford currently have well over 500 UK dealers and sell as many cars as VW who have less than 200 dealers – unsustainable?

Meanwhile Ford in the US (where they are still making loads of cash) has announced that they are to drop all passenger saloons and hatchback from their UK range. So previous top sellers like Taurus will go, as will European designs Fusion, Focus, and Fiesta. Fiesta is just too small to find acceptance in the US (fine car though it is) which basically explains Ford's unwillingness to invest in a WRC programme centred on ..... Fiesta.

#### **Honda Confirm Swindon Plant Closure**

Again this was sadly no surprise to anybody. Having flagged the probability some time ago Honda have today confirmed that their Swindon car production plant will close in 2021. For reasons nobody, least of all Honda, can understand, they are doing very badly in Europe, and have done for some time. Last month Tesla sold more cars in Europe than Honda, and (see above) Tesla aren't doing that well. So far this year Honda have "sold" just over 18000 cars in the UK down over 13% on last year. Take out various dealer and factory demonstrators, some pre registrations, and the Motability and big fleet business the dealers make little or no margin on and the average Honda dealer is actually selling maybe around 25-30 new cars a month or if lucky one a day?

#### **Less and Less Petrol Stations**

Of course we've all seen our local petrol stations close in droves over recent years. I don't have the numbers to hand but we all know it's a fraction of what it was. Which does cause inconvenience and "planning" issues for those who live in rural areas. It's not apparently just down to the basic economics of operating these sites. An increasing number of motorists are deciding to reduce their fuel costs by the simple expedient of filling up and driving off without bothering with that tiresome and expensive "paying for the fuel" bit. The average forecourt is now losing almost £150 a month in this way and that is over 20% up on this time last year. At least 8 UK Police Forces now refuse to investigate these crimes. Forecourt operators can install pre pay machines to avoid the problem, but at £15000 a time which is not affordable for the smaller ones.

So we'll need to get used to less forecourts like less banks and less new car dealers?

#### **Major Dealers Sell Written Off Used Cars?**

The BBC, as ever the fair minded guardians of the consumer, recently broadcast on their "Rip Off Britain" programme that major dealers like Pendragon and Arnold Clark were involved in selling used cars that were in fact insurance write offs. The truth if you bothered to watch (I did) and not simply read the sensational headlines is that the fault lies with the Government and the insurance companies. There is no legal duty (amazingly) on the insurance companies to report a write off. The trade mainly uses Hire Purchase Information (HPI) to check is a car is written off, on finance or showing doubtful mileage information. But if the insurers don't tell HPI the dealer has no way of knowing. Needless to say the dealers not the idle insurers got the BBC flak.......

#### **But There Are Still Dishonest Dealers**

Whilst defending those I think wrongly attacked by the BBC I have no time for those who simply flout the law. A used car dealer in Keighley trading as Motorhub was recently successfully prosecuted by Yorkshire Trading Standards for a variety of offences including selling cars with covered or disconnected warning lights, incorrect mileages, undeclared accident damage and failing to disclose that a car had previously been used as a taxi.. Directors Mohammed Shabir and Naveed Balal Bahar were fined £53567 and ordered to pay £13798 in prosecution costs and £170 in victim surcharge.

The fines were reduced to that level on the basis that the directors entered a guilty plea. It appears the innocent members of the public who were in effect defrauded received no compensation. Caveat emptor!

#### **Aston Martin Nightmare**

Last October Aston Martin floated their company on the London Stock Exchange for a total value of £4.3 Billion. As I've reported previously their CEO Andy Palmer we gifted £60M of shares by the company. Half of which he immediately sold. Perhaps he knew what was coming? Since October the shares have halved in value and the company that was (allegedly) worth £4.3 Billion is now worth £2.14 Billion. The company admits it is now for just about the first time ever building unsold cars for stock. The DBX SUV which is supposed to rescue

the situation won't start production until the end of this year even if targets are met. Continued on Page 68

#### Inside the Industry Continued from Page 67

Loyal Aston Martin owners were given first chance to subscribe for shares when the company floated last October. They must be very grateful for that.

#### **Lotus On The Up**

Since being taken over by Chinese Automotive Group Geely (who have done an outstanding job with Volvo) there are great signs of a promising future for Lotus at last. A racing version of the Evora has been revealed and Lotus has genuine plans to build a pure electric hypercar at £1.5m a time. Lotus are working with Williams Advanced Engineering who will bring to the project their knowledge of electric powertrains gleaned from supplying battery systems to Formula E since 2014. The hypercar is expected to have over 1000bhp and a range of at least 250 miles.

They realistically say they're not going back to F1 but for the first time for a long time they, to me, have a bright and credible future.

#### **Peugeot and Tata Both Deny JLR Takeover**

Rumours continue to circulate that Peugeot/Citroen (PSA) are in discussions with Tata to take over Jaguar Land Rover (JLR). They have now become so public that both sides have issued formal denials. However PSA's denial was pretty unconvincing and the rumours show no signs of going away. PSA boss Carlos Tavares has successfully turned around the performance of Peugeot, Citroen, and now Vauxhall/Opel on the basis of pretty brutal cost cutting. JLR's 40,000 UK employess are rightly worried about what might happen next.

Paul Gilligan



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# **GPMC MEMORIAL ROAD RALLY**15th/16th JUNE 2019

This year we are running a 90% tarmac, all map reference event on maps 97, 98, 102 and 103.

The event will again be a fast flowing challenge to both driver and navigator following the same format that has seen the event grow over the past few years. Sump guards are recommended for the more competitive driver but all roads used have been traversed using a standard road going vehicle.

All competitors are welcome, and we are pleased to continue our association with SD34, ANWCC, and ANCC Championship.

The Memorial Road Rally is dedicated to the memory of Gordon Musgrave, Peter Duckworth and Paul Coombes who have been instrumental in the development of this popular Northern Road Rally aimed at giving competitors a no nonsense entertaining nights sport and the current organisers are pleased and proud to carry on with the tradition.

For 2019 Mark Standen has taken on the role of Clerk of Course and is bringing some new ideas which should make this event unmissable for any serious road rally competitor.

The event will start and finish at the Redwell Inn, Carnforth

Regs: www.gpmc.org.uk
Marshals:
Chief Marshal Myles Gleave
mylesgleave@gmail.com

# Paddy power comes to East Lancashire! 2300 Club of Blackburn's Andy Mort Tour.

RALLY legend Paddy Hopkirk will be the guest of honour at the 2300 Club of Blackburn's Andy Mort Tour.

Hopkirk, who was one of the best-known rally drivers of the 1960's and enjoyed numerous wins behind the wheel of works Minis, has kindly agreed to join entrants and club members at the event, which takes place on Saturday, October 19.

"We are absolutely delighted to have Paddy with us, it promises to make it a day to remember," said club chairman Neil Molyneux.

"Paddy will also be giving a talk at the finish on his long and illustrious career in rallying, and there will be a question-and -answer session chaired by former international co-driver lan Grindrod.

"We will also be opening up the forum to enthusiasts who haven't taken part in the Tour, but would like to join us at West Bradford Village Hall.

"The 2300 Club would also like to thank Mini Sport of Padiham, and their managing director Chris Harper, for making it all happen."

The Padiham-based Mini specialists enjoy close personal and business links with Hopkirk, and have been entrusted to look after his famous works Cooper S replica 6 EMO, in which he won the 1990 Pirelli Classic Marathon.

"We were very pleased to assist the 2300 Club in securing Paddy as their guest of honour, and as a friend and ambassador of Mini Sport, it will be good to have him back in Lancashire again," said Chris.

And Hopkirk himself is looking forward to joining everyone in October.

He said: "I know a lot about the 2300 Club of Blackburn and the Tour of Mull Rally which they organised, and I know many of their members, so it promises to be a great day out with friends old and new."

Now in its fourth year, the Andy Mort Tour is a noncompetitive 'Touring Assembly' starting and finishing at West Bradford Village Hall, near Clitheroe.

It is run in honour of club member Andy Mort who was Competition Liaison Officer on the Tour of Mull Rally for many years, and a top National-level navigator in his own right. He sadly lost his life in an accident on the 2015 event.

Open to any 'vehicles of interest', the Tour will see crews embarking on a scenic route of at least 100 miles using simple navigation of tulip diagrams or map references, with code boards and marshalled checkpoints.

Run strictly to speed limits on non-damaging roads, entrants can use everyday road cars with no need for special safety equipment such as sumpguards or roll cages.

With a limit of 50 cars allowed, the organisers expect the entry list to fill very quickly, and entries will open next month. The entry fee is around £50 per car, which includes a rally-style plate, lunch at the Millstones, near Blubberhouses, and a meal at the finish.

More information as it becomes available will be on the 2300 Club of Blackburn's website:

www.2300club.org







# Le Mans 1973 It wouldn't happen now!

Kirk Rylands

This embarrassing photograph was taken in June 1973 on my way back from the Le Mans Cinquantenaire. A one hour race staged to celebrate 50 years since the first Le Mans. Although we didn't know it at the time, this was arguably the dawn of historic racing. Prior to that I had been running my Healey 3000 in mod sports races and been pissed upon from a great height.

I was racing at Brands Hatch when some of the lads asked if I was coming to this race Le Mans which I had never heard about. I got a friend round to my flat and she ran up a huge phone bill trying to get some sensible answers out of the Automobile Club d'Ouest but in the end we thought 'sod it' and just went, towing the Healey behind my company Rover 2000 TC. We arrived in the paddock to be greeted by my great friend Robert Cooper who was running three cars including one for Maurice Trintignant, a Lola Mk1. A DB3S for himself and the flat iron Lister for Richard Bond who was driving a Ferrari in the main race so he had a bit of pull. I pointed out that there was just one slight snag -I hadn't got an entry! He was a lot older than me, very 'Eton and the Guards' and used to talk to me like a Headmaster addressing a naughty fourth for-



mer. 'Come with me' and off we went to the Clerk of the Course. 'Mon Ami, Healey 3000' he said thrusting a bottle of whisky into his hand and pointing out of the window. 'C'est manifique – pas de problem' said the Clerk of the Course and I had an entry. How times have changed in 45 years.

I had asked my fairly recent girlfriend to come as she claimed to speak French but when it came to scrutineering in the old town square, she was useless. I have been married to her now for 44 years. She has a great many plus points but speaking French isn't one of them. I started last - about  $60^{th}$  – and finished  $14^{th}$  behind some pretty classy cars – DB3S,250 Ferraris, C types, Listers etc. Our race was won by Willie Green in a D type and his lap times would have qualified him for the 24 hour race that year.

It was a great experience. We had tickets for everywhere. Watching mechanics change a red hot clutch on an Alfa at 2 in the morning was something I will never forget. It took about 15 minutes. We each had 'Pilote' badges so small boys, who didn't know any better, kept asking for autographs. To start with I tried to explain but after a while concluded that it was easier to just sign. The other abiding memory was the scream of the V12 Matras out practicing on a still evening. You could pretty much hear every gear change all the way round and the high pitched wail down the long pre chicane Mulsanne straight.

That old Healey was a great introduction to racing. I think I paid £300 for her which, even in those days, wasn't a lot but all I could afford. She was just a rather tired and obsolete old racer full of fag ends and sweety papers coupled with a serious drink problem. Not long ago she was for sale with one of the posh London dealers and claiming a Le Mans history which I thought was a bit strong. Happy days but it couldn't be done now on the very limited funds I had. I bought HWM 1in October '74. two months before I got married and she was a real thoroughbred in comparison but I have great affection for my old Healey.

Kirk Rylands

### WANTED

#### **Old Cannon for Historic Trials**

I am after a historic car, doesn't have to be a cannon, any similar design would be of interest, but 1172, Austin 8 rear axle and pop style front axle arrangement.

Prefer old real stuff if possible rather than a new replica one

If you know of any cars, then do let me know.

Mail or mobile is best 07764 365586.

Or mjohnston@lewmar.com Matt Johnston



# NESCRO



Historic Motorsport In
The North Of England & Scotland

### **2019 Challenge Positions**

Following the Berwick Classic

Only showing the Top 10

### NESCRO 2019 Historic Driver's Challenge

Driver's Challenge				
Pos	Driver	pts		
1	Dan Willan	107.6		
2	John Haygarth	105.2		
3	Darell Staniforth	102.9		
4	John Ruddock	100.5		
5	Paul Crosby	98.1		
6	Steve Head	95.7		
7	Michael Reid	93.3		
8	Chris Haygarth	91.0		
9	David Lewis	88.6		
10	David Ruddock	86.2		

#### NESCRO 2019 Targa Driver's Challenge

Pos	Driver	pts
1	Andy Pullan	106.3
2	Chris Dodds	102.6
3	Niall Frost	98.9
4	Craig Wallace	95.2
5	Simon Jennings	91.5
6	Quentin James	87.8
7	Stephen Short	84.1
8	Bevan Blacker	80.4
9	James Hastings	76.7
10	Malloch Nicoll	73.0

## **NESCRO 2019 Historic Navigators Challenge**

	_	
Pos	Navigator	pts
1	Martyn Taylor	107.6
2	Robert Hargreaves	105.2
3	Les McGuffog	102.9
4	Roger Birkill	100.5
5	Ali Procter	98.1
6	Phil Savage	95.7
7	John Lindsay	93.3
8	Si Gleich	91.0
9	Dan Lewis	88.6
10	Kevin Carruthers	86.2

#### NESCRO 2019 Targa Navigators Challenge

Pos	Navigator	pts
1	Nicky Staniforth	106.3
2	Josh Davison	102.6
3	Sam Spencer	98.9
4	Clifford Auld	95.2
5	Colin Fish	91.5
6	Tom Howe	87.8
7	James Greenhough	84.1
8	Abi Ruddock	80.4
9	Sophie Wickham	76.7
10	Ian Nicholl	73.0

#### **Stockton & DMC**

### **Stocktonian**

#### Classic & Targa Rally 15th September 2019

The forest route is now approved for the Stocktonian and the permit application is in. Next job is to complete a final recce to check the test layouts, mileages and marshal locations...and then sort the pre event locations...so we are good to go for 15th September 2019.

Steve Waggett CoC

# 2019 Calendar

26<sup>th</sup> May

William Patterson Targa

9<sup>th</sup> June

**Shaw Trophy** 

23<sup>rd</sup> June

Lake District Classic

14<sup>th</sup> July

**Northern Dales** 

11<sup>th</sup> August

**Blue Streak** 

1<sup>st</sup> September

Wearside

15<sup>th</sup> September

**Stocktonian** 

22<sup>nd</sup> September

**Doonhamer** 

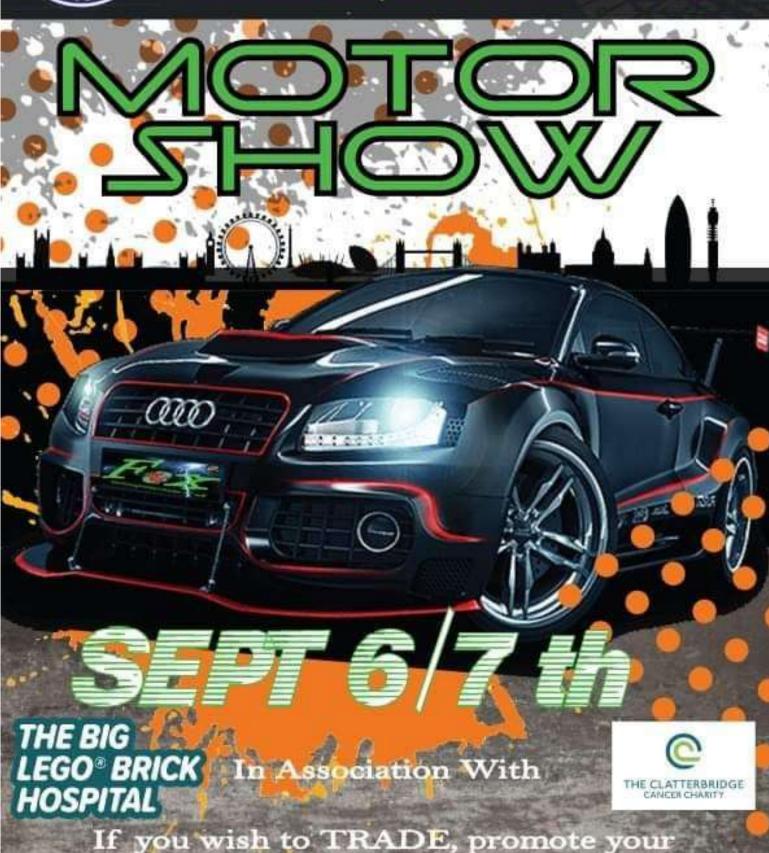
13<sup>th</sup> October

**Solway** 

10<sup>th</sup> November

**Saltire** 





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# Championship Standings In Brief: Updated go to http://anwcc.co.uk

Roa	ad	Ral	ly	
O/A			Dri	

110	Road Rally :				
O/A	Driver	Club	Points		
1	Mark Lennox	Newtown	272		
2	Andy Price	WBCC	186		
3	Steven Williams	Teifi Valley	184		
4	Steve King	WBCC	175		
5	Gerallt Williams	Bala	129		
	I .				
O/A	Navigator	Club	Points		
<b>O/A</b>	<b>Navigator</b> Ian Beamond	Club Newtown	Points 272		
	_				
1	Ian Beamond	Newtown	272		
1 2	Ian Beamond Rob Bryn Jones	Newtown Clwyd Vale	272 232		

#### Stage Rally:

O/A	Driver	Club	Points
1	Greg Williams	Warrington	499
2	Adam Williams	Warrington	456
3	James Swallow	Bolton	428
4	Keith Anglesea	B&B	357
5	Andrew Morris	WBCC	346
O/A	Co-Driver	Club	Points
<b>O/A</b>	Co-Driver Lewis Griffiths	<b>Club</b> C&A	Points 627
1	Lewis Griffiths	C&A	627
1 2	Lewis Griffiths  Jonathon Kennedy	C&A Warrington	627 562

#### Stage Rally (Forest):

O/A	Driver	Club	Points
1	Tony Simpson	BTRDA	118
2	Nigel Cay	York	116
3	Gary Cooper	York	109
4	Jonathon Whalley	Clwyd Vale	99
5	Hugh Hunter	NWCC	80
O/A	Co-Driver	Club	Points
<b>O/A</b>	Co-Driver lan Jones	Club NWCC	Points 146
1	lan Jones	NWCC	146
1 2	Ian Jones Fred Roberts	NWCC York	146 111

Autotest		:	
O/A		Driver	Club

1	Colin Moreton	Knutsford	140
2	Paul Fobister	Rhyl	105
3	Dave Evans	Whitchurch	94
4	Steve Johnson	U17	56
5	Dave Goodlad	Knutsford	50

**Points** 

#### PCA (U 25):

O/A	Driver	Club	Points
1	Jessica Crawley	Warrington	157
2	James Robinson	U17MC	90
3	Will Hughes	C&A	87
4	Matthew Nichols	Bolton	85
5	Deio Hughes	C&A	84

#### AutoSOLO :

O/A	Driver	Club	Points
1	Chris MacMahon	U17MC	116
2	Andy Williams	Knutsford	111
3	Scott MacMahon	U17MC	108
4	Neil Jones	Bala	90
5	David Dulio	Knutsford	87

#### Sprint :

O/A	Driver	Club	Points
1	Nigel Fox	Clitheroe	673
2	John Wadsworth	NWCC	503
3	Stephen Norton	Longton	472
4	Steve Wilson	Longton	383
5	Dafydd Williams	Hagley	370

#### Hillclimb :

O/A	Driver	Club	Points
1	Peter Houghton	Ilkley	673
2	Dafydd Williams	C&A	171
3	John Wadsworth	NWCC	102
4	David Goodlad	Knutsford	100
5	Robert Holt	Liverpool	100

#### 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	122
2	Andrew Morris	WBCC	100
3	Adam Williams	Warrington	97
4	Will Cooper	ERO	78
5	Trevor Groves	Clwyd Vale	75
O/A	Navigator	Club	Points
<b>O/A</b>	Navigator Jonathon Kennedy	<b>Club</b> Warrington	Points 119
	_		
1	Jonathon Kennedy	Warrington	119
1 2	Jonathon Kennedy Chloe Thomas	Warrington C&A	119 100

#### **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
4	Tim Hodgson	Bala	76
O/A	Co-Driver	Club	Points
<b>O/A</b>	Co-Driver Ian Beamond	Club Newtown	Points 89
9.11.1	2 2 2 111 21		
1	Ian Beamond	Newtown	89
1 2	Ian Beamond Michael Hughes	Newtown Dovey Valley	89 86

#### **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
<b>O/A</b>	Co-Driver  Matthew Volkes	<b>Club</b> Knutsford	Points 50
	10 211101	3.6.0	
1	Matthew Volkes	Knutsford	50
1 2	Matthew Volkes John Yould	Knutsford B&B	50 38

#### **Sprint & Hillclimb Championship**

U/A	Driver	Club	Points
1			
2			
3			
4			
5			

#### **Allrounders Championship**

	•		
O/A	O/A Driver	Club	Points
1	James Swallow	Bolton	87
2	Michael Jones	Harlech	61
3	David Goodlad	Knutsford	52
4	Stephen Johnson	U17MC	51
4	Al Hayward	Clwyd Vale	51
O/A	Junior (U25) Driver	Club	Points
<b>O/A</b> 1	Junior (U25) Driver Scott MacMahon	Club U17MC	Points 56
	` ,		
1	Scott MacMahon	U17MC	56
1 2	Scott MacMahon  Jessica Crawley	U17MC Warrington	56 51

#### **Inter-Club Championship**

O/A	Club	Points
1	Caernarvonshire & Anglesey MC	179
2	Knutsford	168
3	North Wales CC	138
4	Bolton-le-Moors	138
5	Bala & DMC	119
6	Clwyd Vale MC	104
7	Clitheroe & DMC	102
8	Warrington & DMC	99
9	Rhyl & DMC	90
10	U17MC	86

#### **Marshals Championship**

O/A	Marshal	Club	Points
1	Tim Millington	Warrington	65
2	Amanda Baron	Accrington	50
3	Laura Jos	C&A	41
4	Rob Jos	C&A	35
= 5	Jack Mather	Bolton	34
= 5	Catrin Jos	C&A	34
= 7	Robert O'Brien	Warrington	32
= 7	William O'Brien	Warrington	32
9	Jon Aston	Bucaneer	26
10	Jim Livesey	U17MC	24



#### **Championship Standings**

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

#### Glynne Edwards Memorial Championship

O/A	Club	Points		
1	Caernarvonshire & Anglesey	567		
2	Harlech & DMC	310		
3	North Wales CC	277		
4	Clwyd Vale	236		
5	Bala & DMC	149		
6	Rhyl & DMC	181		
7	Broughton & Breton MC	122		
8	116 CC	35		

#### **Ladies Rally Championship**

O/A	Driver	Club	Points
1	Jayne Auden - Row	ERO	90.09
2	Cathy Sewart	BWRDC	71.88
3	Ashleigh Morris	Bolton	62.50
4	Lauren Groves	Clwyd Vale	30.95
O/A	Co-Driver	Club	Points
<b>O/A</b>	Co-Driver Rachael Atherton	<b>Club</b> Warrington	<b>Points</b> 325.43
1	Rachael Atherton	Warrington	325.43
1 2	Rachael Atherton Lauren Hewitt	Warrington Wigan	325.43 269.07

#### **Three Sisters Rally Challenge**

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



## Garstang & Preston MC THE 2019

#### **MEMORIAL RALLY**

15th & 16th June 2019

To ensure the slick running of this event we are appealing for as many marshals as possible, we will be able to accommodate all levels of experience so please don't be shy. All signed on marshals will receive a refreshment voucher for use at the start and any marshals manning two controls will receive a breakfast at the finish.

We would appreciate anyone who will be marshalling on the night contacts us as early as possible to book your controls.

# The Chief marshal is Myles Gleave

mylesgleave@gmail.com



#### Rally/Race Car Testing At Three Sisters Circuit

Take advantage of the Three Sisters Circuit's Early Bird discount on all mid week race car testing between 9am and 11am. Only £85 per hour.

www.threesisterscircuit.co.uk

### **ANWCC CHAMPIONSHIPS 2019**

Please check website and organising club for any changes.

STAGE RA	ALLY CHAMPIONSHIP (* Multi-venue)	Sep 14/15	Rali Môn Caerns & Anglesey MC	Sep 15	Autosolo * Under 17 MC NW
Feb 9	Jack Neal Memorial Clitheroe & DMC	Oct 19/20	Winter Challenge North Wales CC	Sep 21	Aberconwy * North Wales CC
Feb 9	Ormoo Stages Manx AS	Nov 16/17	Farrington Clwyd Vale MC	Sep 29	Autosolo Knutsford & DMC
Mar 3	Questmead Warrington & DMC	TBA	Rali Mike Darowen Dovey Valley MC	Dec 1	Autosolo * Bolton-le-Moors CC
Mar 10	Tour of Epynt Port Taibot MC	HISTORIC	ROAD CHAMPIONSHIP	Dec 7	Autosolo * Under 17 MC NW
Mar 17	Lee Holland Pendie DMC	Feb 23/24	Hexham Historic Hexham & DMC	Dec 8	Autosolo * Accrington MSC
Mar 23	North West Stages * Motor Sport NW	Mar 2	Tour of Cheshire Knutsford & DMC	CAR TRU	ALS CHAMPIONSHIP
Apr 7	Lookout Stages Trackrod MC	Apr 14	Jubilee Classic IIkley & DMC	Jun 1	Derwydd Trial 1 Bala & DMC
Apr 14	SMC Stages Stockport 961 MC	Aug 12	St Wilfrid's Ripon MSC	Jun 2	
Apr 21	Warcop Stages North Humberside MC	Aug 31	Tour of Clwyd Clwyd Vale MC	Jun 9	Derwydd Trial 2 Bala & DMC Wyre Forest Kidderminster MCC
May 5	Harlech Stages Harlech & DMC			Jun 30	
May 10	Manx National/Chris Kelly * Manx AS	The state of the s	T CHAMPIONSHIP (* inc Clubman)	Jul 20	Ingleton Trial Clitheroe & DMC Cymru North Wales CC
May 12	Cetus Stages Wigan & DMC	Jan 13	Autotest * Rhyl & DMC	Jul 21	
May 12	John Overend North Humberside MC	Feb 17	Autotest * Accrington MSC	Jul 28	
Jun 30	Enville Stages Warrington & DMC	Mar 10	Autotest * Caerns & Anglesey MC		Filtrate Trophy Ilkley & DMC Roberts Trial Caerns & Anglesey MC
Jul 21	Twyford Woods Mid-Derbyshire MC	Mar 10	Jon MacKenzie Hagley & DLCC	Sep 7	
Aug 18	Gareth Hall Memorial Bala & DMC	Apr 28	Autotest Rhyl & DMC	Sep 8	Gaby Möhr Wolv'ton & S Staffs CC Ernest Owen Trial Owen MC
Aug 25	Mewla Epynt MC	May 12	Granny Knot Wolv'ton & S Staffs CC	Sep 22	
Aug 25	Pendragon Kirkby Lonsdale MC	May 19	Autotest * CSMA NW	Sep 29	
	Promenade Stages Wallasey MC	Jun 23	Autotest * CSMA.NW	Oct 13	Yorkshire Post Ilkley & DMC
Sep 6/7 Sep 8	Vale of York Lindholme MSC	Jul 7	Tim Sargeant Knutsford & DMC	SPRINT	CHAMPIONSHIP
	Heroes Rally Pendle DMC		r-Association Team Autotest 2019)	Apr 6	Anglesey Sprint Longton & DMC
Sep 22		Aug 4	Autotest * Under 17 MC NW	Apr 7	Anglesey Sprint Longton & DMC
Oct 10/11	Mull Rally Mull CC	Sep 1	Kennings Caerns & Anglesey MC	Apr 27	Aintree Spring Sprint Liverpool MC
Oct 13	Adgespeed Stages Wigan & DMC	Sep 15	Autotest * Under 17 MC & CSMA	May 4	Anglesey Sprint MGCC North-West
Nov 1	Neil Howard Bolton-le-Moors CC	Sep 21 *	Aberconwy North Wales CC	May 5	Anglesey Sprint MGCC North-West
Nov 8/9	Pokerstars Rally Manx AS	Sep 22	Autotest Rhyl & DMC	May 18	Blyton Sprint Longton & DMC
Nov 17	Cadwell Stages North Humberside MC	Sep 29	Firefly Autotest - Whitchurch MC	May 19	Blyton Sprint Longton & DMC
Nov 23	Hall Trophy Clitheroe & DMC	Nov 17	Autotest * Rhyl & DMC	May 27	Keith Pattison Blyton Huddersfield MC
Nov 23/24	Glyn Memorial Caerns & Anglesey MC	Dec 1	Autotest * Bolton-le-Moors CC	Jun 9	Graham Hill Sprint Owen MC
NORTH W	ALES STAGE RALLY CHALLENGE	Dec 8	Autotest * Accrington MSC	Jun 15	Three Sisters Longton & DMC
Mar 17	Lee Holland Pendle DMC	PRODUCT	TION CAR AUTOTEST	Jun 29	Aintree Summer Sprint Liverpool MC
	0110 01 100 100 100 110	ALCO DE COMPANY	2 SA 18 3 LA 18 SA	A. a. A	TI 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Apr 14	SMC Stages Stockport 061 MC	CHAMPIO	NSHIP (* inc Clubman)	Aug 4	Three Sisters Longton & DMC
May 5	Harlech Stages Harlech & DMC	ACCORDING TO A STATE OF THE PARTY OF THE PAR		Aug 11	Curborough Mid-Cheshire MRC
May 5 Jun 30	Harlech Stages Harlech & DMC Enville Stages Warrington & DMC	Jan 27	New Year PCA * Knutsford & DMC		
May 5 Jun 30 Aug 18	Harlech Stages Harlech & DMC Enville Stages Warrington & DMC Gareth Hall Memorial Bala & DMC	Jan 27 Feb 3	New Year PCA * Knutsford & DMC PCA * Bolton-le-Moors CC	Aug 11	Curborough Mid-Cheshire MRC
May 5 Jun 30	Harlech Stages Harlech & DMC Enville Stages Warrington & DMC	Jan 27 Feb 3 Feb 16	New Year PCA * Knutsford & DMC PCA * Bolton-le-Moors CC PCA * Under 17 MC NW	Aug 11 Sep 1	Curborough Mid-Cheshire MRC Three Sisters Longton & DMC
May 5 Jun 30 Aug 18 Nov 23/24	Harlech Stages Harlech & DMC Enville Stages Warrington & DMC Gareth Hall Memorial Bala & DMC	Jan 27 Feb 3	New Year PCA * Knutsford & DMC PCA * Bolton-le-Moors CC PCA * Under 17 MC NW PCA * Accrington MSC/CSMA NW	Aug 11 Sep 1 Sep 7	Curborough Mid-Cheshire MRC Three Sisters Longton & DMC Aintree Autumn Sprint Liverpool MC
May 5 Jun 30 Aug 18 Nov 23/24 FOREST S	Harlech Stages Harlech & DMC Enville Stages Warrington & DMC Gareth Hall Memorial Bala & DMC Glyn Memorial Caerns & Anglesey MC TAGE CHAMPIONSHIP	Jan 27 Feb 3 Feb 16 Feb 17	New Year PCA * Knutsford & DMC PCA * Bolton-le-Moors CC PCA * Under 17 MC NW	Aug 11 Sep 1 Sep 7 Oct 5 Oct 6	Curborough Mid-Cheshire MRC Three Sisters Longton & DMC Aintree Autumn Sprint Liverpool MC Anglesey Nat Sprint Longton & DMC
May 5 Jun 30 Aug 18 Nov 23/24	Harlech Stages Harlech & DMC Enville Stages Warrington & DMC Gareth Hall Memorial Bala & DMC Glyn Memorial Caerns & Anglesey MC TAGE CHAMPIONSHIP	Jan 27 Feb 3 Feb 16 Feb 17 Mar 10	New Year PCA * Knutsford & DMC PCA * Bolton-le-Moors CC PCA * Under 17 MC NW PCA * Accrington MSC/CSMA NW PCA * Caems & Ang MC	Aug 11 Sep 1 Sep 7 Oct 5 Oct 6	Curborough Mid-Cheshire MRC Three Sisters Longton & DMC Aintree Autumn Sprint Liverpool MC Anglesey Nat Sprint Longton & DMC Anglesey Int Sprint Longton & DMC  MB CHAMPIONSHIP
May 5 Jun 30 Aug 18 Nov 23/24 FOREST S	Harlech Stages Harlech & DMC Enville Stages Warrington & DMC Gareth Hall Memorial Bala & DMC Glyn Memorial Caerns & Anglesey MC TAGE CHAMPIONSHIP Riponian Ripon MSC Cambrian North Wales CC	Jan 27 Feb 3 Feb 16 Feb 17 Mar 10 Apr 7 Apr 14	New Year PCA * Knutsford & DMC PCA * Bolton-le-Moors CC PCA * Under 17 MC NW PCA * Accrington MSC/CSMA NW PCA * Caems & Ang MC PCA * Warrington & DMC	Aug 11 Sep 1 Sep 7 Oct 5 Oct 6 HILLCLIN	Curborough Mid-Cheshire MRC Three Sisters Longton & DMC Aintree Autumn Sprint Liverpool MC Anglesey Nat Sprint Longton & DMC Anglesey Int Sprint Longton & DMC MB CHAMPIONSHIP Loton Park Hagley & DLCC
May 5 Jun 30 Aug 18 Nov 23/24 FOREST 8 Feb 10 Feb 16	Harlech Stages Harlech & DMC Enville Stages Warrington & DMC Gareth Hall Memorial Bala & DMC Glyn Memorial Caerns & Anglesey MC TAGE CHAMPIONSHIP Riponian Ripon MSC Cambrian North Wales CC	Jan 27 Feb 3 Feb 16 Feb 17 Mar 10 Apr 7	New Year PCA * Knutsford & DMC PCA * Bolton-le-Moors CC PCA * Under 17 MC NW PCA * Accrington MSC/CSMA NW PCA * Caems & Ang MC PCA * Warrington & DMC Easter PCA * Bala & DMC	Aug 11 Sep 1 Sep 7 Oct 5 Oct 6 HILLCLIM Mar 31 May 18	Curborough Mid-Cheshire MRC Three Sisters Longton & DMC Aintree Autumn Sprint Liverpool MC Anglesey Nat Sprint Longton & DMC Anglesey Int Sprint Longton & DMC MB CHAMPIONSHIP Loton Park Hagley & DLCC Loton Park Hagley & DLCC Hagley & DLCC
May 5 Jun 30 Aug 18 Nov 23/24 FOREST S Feb 10 Feb 16 Mar 9 Mar 30	Harlech Stages Harlech & DMC Enville Stages Warrington & DMC Gareth Hall Memorial Bala & DMC Glyn Memorial Caerns & Anglesey MC TAGE CHAMPIONSHIP Riponian Ripon MSC Cambrian North Wales CC Malcolm Wilson Kirkby Lonsdale MC	Jan 27 Feb 3 Feb 16 Feb 17 Mar 10 Apr 7 Apr 14 Apr 28 May 19	New Year PCA * Knutsford & DMC PCA * Bolton-le-Moors CC PCA * Under 17 MC NW PCA * Accrington MSC/CSMA NW PCA * Caems & Ang MC PCA * Warrington & DMC Easter PCA * Bala & DMC PCA * Boundless by CSMA NW	Aug 11 Sep 1 Sep 7 Oct 5 Oct 6 HILLCLIM Mar 31 May 18 May 19	Curborough Mid-Cheshire MRC Three Sisters Longton & DMC Aintree Autumn Sprint Liverpool MC Anglesey Nat Sprint Longton & DMC Anglesey Int Sprint Longton & DMC  MB CHAMPIONSHIP  Loton Park Hagley & DLCC Loton Park Hagley & DLCC Scammonden MGCC North-West
May 5 Jun 30 Aug 18 Nov 23/24 FOREST S Feb 10 Feb 16 Mar 9	Harlech Stages Harlech & DMC Enville Stages Warrington & DMC Gareth Hall Memorial Bala & DMC Glyn Memorial Caerns & Anglesey MC TAGE CHAMPIONSHIP  Riponian Ripon MSC Cambrian North Wales CC Malcolm Wilson Kirkby Lonsdale MC Rally NW Welv ton & S Staffs CC Plains Knutsford & DMC	Jan 27 Feb 3 Feb 16 Feb 17 Mar 10 Apr 7 Apr 14 Apr 28 May 19 May 26	New Year PCA * Knutsford & DMC PCA * Bolton-le-Moors CC PCA * Under 17 MC NW PCA * Accrington MSC/CSMA NW PCA * Caems & Ang MC PCA * Warrington & DMC Easter PCA * Bala & DMC PCA * Boundless by CSMA NW PCA * Warrington & DMC PCA * Boundless by CSMA NW PCA * Warrington & DMC	Aug 11 Sep 1 Sep 7 Oct 5 Oct 6 HILLCLIM Mar 31 May 18 May 19 Jun 8	Curborough Mid-Cheshire MRC Three Sisters Longton & DMC Aintree Autumn Sprint Liverpool MC Anglesey Nat Sprint Longton & DMC Anglesey Int Sprint Longton & DMC Anglesey Int Sprint Longton & DMC  MB CHAMPIONSHIP  Loton Park Hagley & DLCC Loton Park Hagley & DLCC Scammonden MGCC North-West Barbon H'climb Liverpool MC & KLMC
May 5 Jun 30 Aug 18 Nov 23/24 FOREST S Feb 10 Feb 16 Mar 9 Mar 30 May 11	Harlech Stages Harlech & DMC Enville Stages Warrington & DMC Gareth Hall Memorial Bala & DMC Glyn Memorial Caerns & Anglesey MC TAGE CHAMPIONSHIP  Riponian Ripon MSC Cambrian North Wales CC Malcolm Wilson Kirkby Lonsdale MC Rally NW Welv-ton & S Staffs CC Plains Knutsford & DMC Greystoke Stages West Cumbria MSC	Jan 27 Feb 3 Feb 16 Feb 17 Mar 10 Apr 7 Apr 14 Apr 28 May 19 May 26 Jun 23	New Year PCA * Knutsford & DMC PCA * Bolton-le-Moors CC PCA * Under 17 MC NW PCA * Accrington MSC/CSMA NW PCA * Caems & Ang MC PCA * Warrington & DMC Easter PCA * Bale & DMC PCA * Boundless by CSMA NW PCA * Warrington & DMC PCA * Boundless by CSMA NW PCA * Warrington & DMC	Aug 11 Sep 1 Sep 7 Oct 5 Oct 6 HILLCLII Mar 31 May 18 May 19 Jun 8 Jul 6	Curborough Mid-Cheshire MRC Three Sisters Longton & DMC Aintree Autumn Sprint Liverpool MC Anglesey Nat Sprint Longton & DMC Anglesey Int Sprint Longton & DMC Anglesey Int Sprint Longton & DMC  MB CHAMPIONSHIP  Lotan Park Hagley & DLCC Loton Park Hagley & DLCC Scammonden MGCC North-West Barbon H'climb Liverpool MC & KLMC Barbon H'climb Liverpool MC & KLMC
May 5 Jun 30 Aug 18 Nov 23/24 FOREST S Feb 10 Feb 16 Mar 9 Mar 30 May 11 Jul 7 Jul 13	Harlech Stages Harlech & DMC Enville Stages Warrington & DMC Gareth Hall Memorial Bala & DMC Glyn Memorial Caerns & Anglesey MC TAGE CHAMPIONSHIP  Riponian Ripon MSC Cambrian North Wales CC Malcolm Wilson Kirkby Lonsdale MC Rally NW Welv ton & S Staffs CC Plains Knutsford & DMC Greystoke Stages West Cumbria MSC Nicky Grist Stages Quinton MC	Jan 27 Feb 3 Feb 16 Feb 17 Mar 10 Apr 7 Apr 14 Apr 28 May 19 May 26 Jun 23 Jul 13	New Year PCA * Knutsford & DMC PCA * Bolton-le-Moors CC PCA * Under 17 MC NW PCA * Accrington MSC/CSMA NW PCA * Caems & Ang MC PCA * Warrington & DMC Easter PCA * Bala & DMC PCA * Boundless by CSMA NW PCA * Warrington & DMC PCA * Boundless by CSMA NW PCA * Boundless by CSMA NW PCA * Warrington & DMC PCA * Boundless by CSMA NW PCA * Warrington & DMC PCA * Boundless by CSMA NW PCA * Warrington & DMC	Aug 11 Sep 1 Sep 7 Oct 5 Oct 6 HILLCLII Mar 31 May 18 May 19 Jun 8 Jul 6 Jul 21	Curborough Mid-Cheshire MRC Three Sisters Longton & DMC Aintree Autumn Sprint Liverpool MC Anglesey Nat Sprint Longton & DMC Anglesey Int Sprint Longton & DMC Anglesey Int Sprint Longton & DMC  MB CHAMPIONSHIP  Lotan Park Hagley & DLCC Loton Park Hagley & DLCC Scammonden MGCC North-West Barbon H'climb Liverpool MC & KLMC Scammonden Mid-Cheshire MRC
May 5 Jun 30 Aug 18 Nov 23/24 FOREST 5 Feb 10 Feb 16 Mar 9 Mar 30 May 11 Jul 7 Jul 13 Aug 31	Harlech Stages Harlech & DMC Enville Stages Warrington & DMC Gareth Hall Memorial Bala & DMC Glyn Memorial Caerns & Anglesey MC TAGE CHAMPIONSHIP  Riponian Ripon MSC Cambrian North Wales CC Malcolm Wilson Kirkby Lonsdale MC Rally NW Welv ton & S Staffs CC Plains Knutsford & DMC Greystoke Stages West Cumbria MSC Nicky Grist Stages Quinton MC Woodpecker 60 & Worcestershire MC	Jan 27 Feb 3 Feb 16 Feb 17 Mar 10 Apr 7 Apr 14 Apr 28 May 19 May 26 Jun 23 Jul 13 Jul 14	New Year PCA * Knutsford & DMC PCA * Bolton-le-Moors CC PCA * Under 17 MC NW PCA * Accrington MSC/CSMA NW PCA * Caems & Ang MC PCA * Warrington & DMC Easter PCA * Bala & DMC PCA * Boundless by CSMA NW PCA * Warrington & DMC PCA * Boundless by CSMA NW PCA * Boundless by CSMA NW PCA * Warrington & DMC PCA * Boundless by CSMA NW PCA * Warrington & DMC Weardale PCA * Hexham & DMC	Aug 11 Sep 1 Sep 7 Oct 5 Oct 6 HILLCLII Mar 31 May 18 May 19 Jun 8 Jul 6 Jul 21 Aug 3	Curborough Mid-Cheshire MRC Three Sisters Longton & DMC Aintree Autumn Sprint Liverpool MC Anglesey Nat Sprint Longton & DMC Anglesey Int Sprint Longton & DMC Anglesey Int Sprint Longton & DMC  MB CHAMPIONSHIP  Lotan Park Hagley & DLCC Loton Park Hagley & DLCC Scammonden MGCC North-West Barbon H'climb Liverpool MC & KLMC Barbon H'climb Liverpool MC & KLMC Scammonden Mid-Cheshire MRC Loton Hillclimb Hagley & DLCC
May 5 Jun 30 Aug 18 Nov 23/24 FOREST 5 Feb 10 Feb 16 Mar 9 Mar 30 May 11 Jul 7 Jul 13 Aug 31 Sep 28	Harlech Stages Harlech & DMC Enville Stages Warrington & DMC Gareth Hall Memorial Bala & DMC Glyn Memorial Caerns & Anglesey MC FTAGE CHAMPIONSHIP  Riponian Ripon MSC Cambrian North Wales CC Malcolm Wilson Kirkby Lonsdale MC Rally NW Welv ton & S Staffs CC Plains Knutsford & DMC Greystoke Stages West Cumbria MSC Nicky Grist Stages Quinton MC Woodpecker 60 & Worcestershire MC Trackrod Yorkshire Trackrod MC	Jan 27 Feb 3 Feb 16 Feb 17 Mar 10 Apr 7 Apr 14 Apr 28 May 19 May 26 Jun 23 Jul 13 Jul 14 Jul 14	New Year PCA * Knutsford & DMC PCA * Bolton-le-Moors CC PCA * Under 17 MC NW PCA * Accrington MSC/CSMA NW PCA * Caems & Ang MC PCA * Warrington & DMC Easter PCA * Bala & DMC PCA * Boundless by CSMA NW PCA * Warrington & DMC PCA * Boundless by CSMA NW PCA * Warrington & DMC PCA * Boundless by CSMA NW PCA * Warrington & DMC PCA * Boundless by CSMA NW PCA * Warrington & DMC Weardale PCA * Hexham & DMC PCA * Warrington & DMC Warrington & DMC PCA * BOMC PCA * Warrington & DMC	Aug 11 Sep 1 Sep 7 Oct 5 Oct 6 HILLCLII Mar 31 May 18 May 19 Jun 8 Jul 6 Jul 21 Aug 3 Aug 4	Curborough Mid-Cheshire MRC Three Sisters Longton & DMC Aintree Autumn Sprint Liverpool MC Anglesey Nat Sprint Longton & DMC Anglesey Int Sprint Longton & DMC Anglesey Int Sprint Longton & DMC  MB CHAMPIONSHIP  Lotan Park Hagley & DLCC Laton Park Hagley & DLCC Scammonden MGCC North-West Barbon H'climb Liverpool MC & KLMC Barbon H'climb Liverpool MC & KLMC Scammonden Mid-Cheshire MRC Loton Hillclimb Hagley & DLCC Loton Hillclimb Hagley & DLCC Hagley & DLCC Hagley & DLCC Loton Hillclimb Hagley & DLCC Hagley & DLCC
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Autosolo \*

Autosolo \*

Autosolo \*

Autosolo \*

Autosolo \*

Autosolo \*

Feb 17 May 19

Jun 23

Aug 3

Aug 4

Sep 14

Accrington MSC/CSMA

Under 17 MC NW

Under 17 MC NW

Under 17 MC NW

Under 17 MC NW

CSMA NW

FOR LATEST UPDATES
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Mar 23/24 Rali Llyn

Apr 13/14 Border 100

Jun 22/23 Rali Bro Cader

TBA

Harlech & DMC

Welsh Border CC

Harlech & DMC

Rali Mike Darowen Dovey Valley MC

NORTH WALES ROAD RALLY CHALLENGE

#### ASSOCIATION OF NORTH-WESTERN CAR CLUBS

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

#### STAGE RALLY & NORTH WALES CHALLENGE Driver - Expert Driver - Novice Co-Driver - Expert Co-Driver - Novice FOREST RALLY Driver - Expert Driver - Novice Co-Driver - Expert Co-Driver - Novice ROAD RALLY & NORTH WALES CHALLENGE Driver – Master Driver - Expert Driver - Semi Driver - Novice Driver - Beginner Navigator - Master Navigator - Expert Navigator - Semi Navigator - Novice Navigator - Beginner HISTORIC ROAD Driver - Expert Driver - Novice Navigator - Expert Navigator - Novice AUTOTEST Driver - Expert Driver - Novice PROD CAR AUTOTEST Driver - Expert Driver - Novice AUTOSOLO Driver - Expert Driver - Novice TRIALS Driver - Expert Driver - Novice SPRINTS Driver - Expert Driver - Novice HILLCLIMBS Driver - Expert Driver - Novice

#### 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 <a href="www.anwcc.co.uk">www.anwcc.co.uk</a> "Regulations" page, or copy available on request – tick here and copy will be sent.

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

#### Fees:

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

#### Signature

<u>DATA PROTECTION ACT (GDPR)</u>: 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				

# 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 <a href="mailto:anwcc@talktalk.net">anwcc@talktalk.net</a> ... 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



On a recent trip to the United States, Tony Blair, Ex. Prime Minister of the UK and now U.N. Middle East Peace Envoy, addressed a major gathering of Native American Indians. He spoke for almost two hours on his success in bringing about a lasting peace settlement amongst the warring nations of the Middle East, likening it to the way that the U.S. Government found a suitable agreement with the North American tribes.

At the conclusion of his speech, the crowd presented him with a plaque inscribed with his new Indian name - Walking Eagle. A very chuffed Tony then departed in his motorcade, waving to the crowds..



A news reporter later asked one of the Indians how they came to select the new name given to Tony Blair They explained that Walking Eagle is the name given to a bird so full of shit that it can no longer fly.







#### 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

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### **ADGESPEED**

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E-Mail: sales@adgespeed.co.uk







Kirkby Lonsdale MC & Liverpool MC

#### Barbon Speed Hillclimb 8th June

There are still a few places available for the Barbon hillclimb on 8<sup>th</sup> June.

The event is a round of various Championships including ANWCC & SD34
Marshals wanted too!

Barbon Hillclimb is near Kirkby Lonsdale, Cumbria, just 15 mins from Jct 36 of the M6.

Great atmosphere, superb views, challenging course. Everything a speed event should be. Will you be there? Marshals wanted too – it's a great day out!

#### www.barbonhillclimb.co.uk

Liverpool MC

#### Aintree Summer Sprint 29<sup>th</sup> June

This event is filling up nicely and is a round of many local and national championships including Longton, Liverpool, ANWCC, SD34 and the British Sprint Championship.

(If you concerned that the British Championship contenders will hold up the event, don't worry – we'll keep 'em moving!)

Will anyone break the course record that's been unbeaten for 8 years? There are several drivers who are definitely going to try, so be there to find out!

#### www.liverpoolmotorclub.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/



## ELECTRICAL AND MECHANICAL INSTALLATION & MAINTENANCE

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# Garstang & Preston MC THE 2019

#### **MEMORIAL RALLY**

15th & 16th June 2019

#### QUALIFYING ROUND OF ANWCC, ANCC, SD34 ROAD RALLY CHAMPIONSHIPS

Garstang and Preston Motor Club are pleased to announce that once again we will be running the Memorial Rally in 2019.

To ensure the slick running of this event we are appealing for as many marshals as possible, we will be able to accommodate all levels of experience so please don't be shy. All signed on marshals will receive a refreshment voucher for use at the start and any marshals manning two controls will receive a breakfast at the finish.

**REGS:** 

#### http://gpmc.org.uk/memorial-rally/

We would appreciate anyone who will be marshalling on the night contacts us as early as possible to book your controls.

The Chief marshal is Myles Gleave

mylesgleave@gmail.com



# **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

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LUNCH & AFTER RALLY
MEAL

FOR REGULATIONS AND ENTRY FORM DOWNLOAD FROM:-

www.hexhammotorclub.co.uk



#### **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 **Bruce Lindsay** Alan Bibby Paul Buckel. Jem Dale. Steve Butler, **Gregory Harrod Keith Thomas George Jennings Tony Lynch Lauren Hewitt** Neil Raven **Tony Vart Tommi Meadows Matt Broadbent Bob Hargreaves Tony North** Songasport Sam Spencer

Sam Collis **Ed Graham Niall Frost** Simon Frost John Harden (LiMC) **Matt Hewlett** Mike Garstang Gareth Lloyd Adrian Lloyd **Dave Thomas** 

**Chris Williams** Geoff & Maggy Bateman

Phil James of Pro-Rally, **Geoff Bengough Bill Wilmer & The Gemini Communications Team** Keith Lamb (Gemini 9) Ian Davies (Gemini 23) Peter Langtree (Gemini 48) Tony Jones (Gemini 58) Bryan Flint (Gemini32) **Derek Bedson (Gemini 21)** 

Adrian Spencer (Adgespeed) **Phil Andrews** Tom Irvin Photography

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

Les Fragle

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

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

# SD34MSG Wednesday 17<sup>th</sup> July

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

Near Junction 29 of the M6.

# NCC



#### **Monday 24th June**

Cleckheaton Sports Club, BB19 3UD

Just off Chain Bar Roundabout, Junc 26 of the M62

www.ancc.co.uk



#### Tuesday August 13th 8.00pm

Kilton Inn

Warrington Road, Hoo Green Knutsford, WA16 0PZ

http://anwcc.co.uk/

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

### Deadline for copy

for the May edition is Tuesday the 25<sup>th</sup> of April

which is due out on

Thursday the 30th April PLEASE Email Reports etc. ASAP

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