

July 2019 spotlight



Photo Courtesy of Dave V Thomas

Rupert North on Bala & DMCs Derwydd Car Trail

www.sd34msg.org.uk

Volume 10 : Issue 7: July 2019 : Maurice Ellison

Chairman's Chat

It's been quiet for me for a while and then I had a couple of busy weekends in June. First was a trip up to Longtown on the Friday evening in preparation for the Kershope stage on the Carlisle Stages. Well the weather forecast was half right in that it rained on and off all day but the exceptional winds never appeared and so the dreaded midges were out in full attack mode. Despite that it was a good event and I'll be back next year.

The following day was at a much slower pace when we marshalled at the check point at Wrea Green on the Manchester to Blackpool Car Run run by LAC. There were some wonderful cars and the weather was 100% different with wall to wall sunshine giving those with a soft top the opportunity for travelling with the top down.

The next weekend was the Memorial Rally run by GPMC where I was one of the club stewards. The Redwell Inn near Nether Kellet was a good start and finish venue and the route used some of the very best roads on maps 97, 98 and 102 and all the competitors loved them. Sincere congratulations to Mark Standen who took on the role of C of C for the first time and did a splendid job. It's been a long time since I was out all night on an event and it showed for the next couple of days so I suspect it will be this event next year before I do it again !!

Just as I was about to submit this article I heard the tragic news that Manus Kelly had died as a result of a crash on the Donegal Rally. My sincere condolences go out to his family, friends and motorsport colleagues. A very sad, but thankfully extremely rare, day.

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	Y
2	Adam Williams	D	87	Warrington	Y
3	John Darlington	D	85	Wigan	Y
= 4	Paul Munro	D	82	G&PMC	Y
= 4	Gregory Williams	A	82	Warrington	N
6	John Richardson	C	80	Bolton	Y
7	Peter Jackson	D	56	G&PMC	Y
= 8	Neil Wearden	?	55	G&PMC	Y
= 8	Craig Kennedy	D	55	Warrington	Y
= 10	Mark Roberts	D	54	Warrington	Y
= 10	Steve Johnson	A	54	Warrington	N
= 12	Dan Woods	B	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	B	26	Clitheroe	N
19	Andrew Potts		26	Pendle	N
= 19	Chris Marshal	D	26	Wigan	N
= 19	Ian Daws	A	26	Clitheroe	N
= 19	Myles Gleave	A	26	G&PMC	N

O/A	Co-Driver	Class	Pts	Club	
1	Lauren Hewitt		142	Wigan	N
2	Jonathon Kennedy	D	138	Warrington	N
3	Lewis Griffiths		133	Clitheroe	N
4	Terry Martin		107	Clitheroe	N
5	Rachael Atherton	D	86	Warrington	N
= 6	Steve Butler	A	80	Clitheroe	N
= 6	Jack Mather	D	80	Bolton	N
8	Eric Wilcockson	C	79	Bolton	N
9	James Squires	D	56	Clitheroe	N
= 10	Stephen Landen	D	54	Warrington	N
= 10	Rob Bryn Jones		54	Clitheroe	N
= 10	Victoria Swallow	D	54	Bolton	N
= 13	Andy Robinson	C	53	Bolton	N
= 13	Stephen Holmes		53	Clitheroe	N
= 15	Tony Garrett	B	52	Clitheroe	N
= 15	Dylan Thomas	C	52	Clitheroe	N
= 15	Jonathon Cragg		52	GPMC	N
18	Richard Robinson	D	32	BSSMC	N
19	Andy Baker	D	28	GPMC	N
20	Marcus Kennedy	D	27	Warrington	N
= 21	Dan Woods	B	26	Clitheroe	N
= 21`	Mari Haf Evans		26	TBC	

Following Cetus Stages

Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
1`	Kris Coombes	E	46	Preston MC	4
2	Danny Cowell	E	45	G&PMC	4
= 3	David Pedley	S/E	38	Clitheroe	4
= 3	Stan Featherstone	E	38	Clitheroe	3
5	Dan Sedgwick	E	23	Clitheroe	2
6	Mark Johnson	E	22	Clitheroe	3
= 7	Paul Pendleton	S/E	21	Clitheroe	3
= 7	Stephen Holmes	S/E	21	Clitheroe	4
= 7	Chris Hewlett	S/E	21	Clitheroe	3
10	Dominic McTear	E	17	Clitheroe	2
= 11	Ben Mitton	N	15	Clitheroe	3
= 11	Charles Andrews	N	15	Preston MC	2
= 13	Paul Turton	S/E	13	Clitheroe	2
= 13	John Gribbens	E	13	Clitheroe	2
15	Ian Swallow	N	12	Bolton	2
16	Jem Dale	E	11	G&PMC	1
= 17	Myles Gleav	E	9	G&PMC	1
= 17	Andy Williams	N	9	U17MC	1
= 17	Tony Harrison	E	6	Clitheroe	1

O/A	Navigator	Class	Pts	Club	Rds
1`	Louis Baines	E	45	Preston MC	4
2	Garry Evans	E	43	Matlock	3
= 3	Sasha Heriot	E	39	Clitheroe	3
= 3	Grace Pedley	S/E	39	Clitheroe	4
5	Mark Shepherd	E	38	Preston MC	3
6	Rob Jones	E	34	Clitheroe	2
7	Sam Ambler	E	30	Clitheroe	3
8	Ian Graham	E	28	Clitheroe	3
9	Steve Butler	E	22	Clitheroe	3
10	Matt Hewlett	S/E	19	Clitheroe	2
11	James Squires	N	18	Clitheroe	4
= 12	Levi Nicholson	N	15	Clitheroe	3
= 12	Danny Cookson	N	15	Preston MC	2
= 14	John Turton	S/E	13	Clitheroe	2
= 14	Terry Martin	E	13	Clitheroe	2
= 14	Harris Holgate	S/E	13	Clitheroe	2
17	James Chaplin	E	11	G&PMC	1
= 18	Jonathon Webb	E	9	Hexham	1
= 18	Steve Kenyon	S/E	9	G&PMC	1
= 18	Jonathon Webb	E	9	Hexham	1
21	James Swallow	S/E	3	Bolton	1

**Following Garstang & Preston MCs
Memorial Rally**

Non Race/Rally Championship

O/A		Class	Score	Club
1	Andy Crawley	A	75.91	Warrington
2	Jessica Crawley	A	75.09	Warrington
3	Scott McMahon	A	60.11	U17MC
4	Chris McMahon	A	58.94	U17MC
5	Andy Williams	A	50.98	U17MC
6	Lauren Crook	C	49.29	U17MC
7	James Williams	A	40.15	U17MC
8	Gary Sherriff	B	39.47	Bolton
9	Stephen Holmes	B	39.23	Clitheroe
10	Phil Clegg	E	37.14	Accrington
11	Gary Ross	A	36.57	A&PMCC
12	Joe Mallinson	B	32.18	A&PMCC
13	James Robinson	A	31.70	U17MC
14	Steve Johnson	A	29.75	U17MC
15	Alec Tunbridge	E	21.80	Bolton
16	John North	C	21.36	Bolton
17	Warren Nicholls	A	20.56	Bolton
18	Andrew Robinson	A	20.49	U17MC
19	David Goodlad	B	19.89	Bolton
20	Ian Daws	A	19.77	Clitheroe
21	Adrian Fruzynski	D	19.51	Accrington
22	James Swallow	B	19.01	Bolton
23	Rob Bryn Jones		18.72	Clitheroe
24	Dave Graves	B	18.47	Bolton
25	Elliott Shaw	B	17.79	Clitheroe
26	Lauren Hewitt		10.39	Wigan
27	Stephen Kennell	D	9.86	Clitheroe
28	Ian Swallow	B	9.65	Bolton
29	Jack Mather	B	9.08	Bolton

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	9.79	S	Bolton

Individual Championship

O/A	Competitor	pts	Q	Club
1	Adam Williams	73	Y	Warrington
2	James Swallow	66	Y	Bolton
3	Rob Bryn Jones	60	Y	Clitheroe
4	Scott MacMahon	54	Y	U17MC
5	Lauren Hewitt	49	Y	Wigan
6	Stephen Holmes	48	Y	Clitheroe
7	Chris MacMahon	41	Y	U17MC
8	Gregory Williams	40	Y	Warrington
9	Steve Johnson	39	Y	U17MC
10	Jack Mather	38	Y	Bolton
11	Eric Wilcockson	35	Y	Bolton
12	Andrew Robinson	34	Y	U17MC
13	David Goodlad	29	Y	Bolton
14	Jonathon Kennedy	28	Y	Warrington
15	Ian Daws	25	Y	Clitheroe
16	Victoria Swallow	21	Y	Bolton
17	Ian Swallow	16	Y	Bolton
18	Dave Graves	11	Y	Bolton

U18 Championship

O/A	Competitor	pts	Club
1	Jessica Crawley	91	Warrington
2	James Robinson	40	U17MC
3	Matthew Nicholls	38	U17MC
4	Daniel Millward-Jackson	24	U17MC
5	Joseph Cropper	15	U17MC

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Tim Millington	127	Warrington	Y
2	Amanda Baron	104	Wallasey	Y
3	Brian Wragg	87	Liverpool	Y
4	Maurice Ellison	77	Clitheroe	Y
5	Jack Mather	70	Bolton	Y
= 6	Judith Pegram	67	Liverpool	Y
= 6	Sean Robertson	67	Liverpool	Y
8	John Harden	64	Liverpool	Y
= 9	Tracey Smith	57	Accrington	Y
= 9	David Hunt	57	Liverpool	Y
11	Paul Smith	50	Liverpool	Y
= 12	Robert O'Brien	47	Liverpool	Y
= 12	William O'Brien	47	Liverpool	Y
14	Steve Lewis	40	Clitheroe	Y
= 15	Peter Wright	37	Pendle	Y
= 15	Andy Fell	37	Liverpool	Y
= 15	Bill Gray	37	Liverpool	Y
= 15	Robert Rankin	37	Liverpool	Y
= 15	Phil Howarth	37	Liverpool	Y
= 15	Geoff Maine	37	Liverpool	Y
= 21	Dave Barratt	30	Accrington	Y
= 21	Dave Graves	30	Bolton	Y
= 21	Kevin Jessop	30	Liverpool	Y
= 21	Matthew Pegram	30	Liverpool	Y
= 21	Garry Marriott	30	Wallasey	Y
= 21	David Mitchell	30	Liverpool	Y
= 21	Les Fragle	30	G&PMC	Y
28	Alan Shaw	22	Pendle	Y
= 29	Steve Smith	20	Accrington	Y
= 29	Jo Evers	20	Bolton	Y
= 29	Alex Brown	20	Bolton	Y
= 29	Gary Sherriff	20	Bolton	Y
= 29	Ian Swallow	20	Bolton	Y
= 29	Robin Turner	20	Bolton	Y
= 29	Eric Wilcockson	20	Bolton	Y
= 29	Stephen Mather	20	Bolton	Y
= 29	Melanie Morgan	20	Bolton	Y
= 29	Duncan Dixon	20	Liverpool	Y
= 29	Debbie Watts	20	Liverpool	Y
= 29	David Gee	20	Liverpool	Y
= 29	Mark Jagger	20	Liverpool	Y
= 29	Tom Roche	20	Liverpool	Y
= 29	Ian Curlett	20	Liverpool	Y
= 29	David Doidge	20	Liverpool	Y
= 29	Mark Jagger	20	Liverpool	Y
= 29	Barry Wilkinson	20	Pendle	Y
= 29	Peter Wilkinson	20	Pendle	Y
= 29	Peter Schofield	20	Pendle	Y
= 29	Les Eltringham	20	Pendle	Y
= 29	James Sharples	20	Preston	Y
= 29	Julie Sharples	20	Preston	Y
= 29	Peter Sharples	20	Preston	Y
= 29	Sean Flint	20	Preston	Y
= 29	Alan Smith	20	Wallasey	Y
= 29	Graham Williams	20	Wallasey	Y

**Only Showing those Marshals
that Have Qualified (56)
129 Marshals have scored points**

2019 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	637	1	1
Bolton-le-Moors CC	586	2	2
Warrington & DMC	441	3	3
Longton & DMC	338	4	4
U17MC-NW0	326	5	5
Liverpool MC	325	6	6
Wigan & DMC	168	7	13
Preston MC	158	8	14

Division B		Position	
Club	Points	Div	O/A
Garstang & Preston MC	320	1	7
Stockport 061 MC	203	2	9
Airedale & Pennine MCC	185	3	10
Matlock MC	183	4	11
Wallasey MC	173	5	12
Blackpool South Shore MC	138	7	16
Pendle & DMC	81	8	17

Division C		Position	
Club	Points	Div	O/A
Knutsford & DMC	253	1	8
Manx AS	75	2	18
Hexham & DMC	49	3	19
Knowldale CC	46	4	20
Lancashire A.C.	34	5	21
Mull CC	8	6	22
Lightning MSC	5	7	23
High Moor MC	0	8	24
CSMA (NW)	0	8	24
2300	0	8	24
Motor Sport North West	0	8	24

Updated 27th June 2019

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2019 SD34MSG Under 18 Championship Registration Form

Name

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Mobile SD34 Nominated Club (1 only)

Age on 1st January 2019 DOB

Competitor Signature Date

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Parent Signature Date

Parent Information (If different to above) Address

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e-mail Tel No Home

Mobile

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

SD34MSG Under 18 Championship Regulations

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

Scoring

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

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

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

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

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

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

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

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

2019 SD34MSG Championship Registration Form

Please register me for the SD34 Championships indicated below.

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

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

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

Please note all our (SD34MSG) Competitions are

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

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

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

Registration fees may also be paid by bank transfer to:

Lloyds Bank

Sort Code: 77-76-05

Account Number: 49052568

Please enter your full name as the reference

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

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

SD34MSG

Championship Classes for 2019

Non Race / Non Rally

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

Sprint & Hillclimb

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

Stage Rally

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

Road Rally

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

2019 SD34MSG Calendar : July to December

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	Yes	Warrington & DMC	PCA	WernDdu
15-Sep	PCA	Yes	Under 17 MC NW	U17MC PCA 5	Blackburn Services, M65 Jt 4
15-Sep	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 5	Blackburn Services, M65 Jt 4
15-Sep	Autotest	Yes	Under 17 MC NW	U17MC Autotest 2	Blackburn Services, M65 Jt 4
21/22 Sep	Road Rally	Yes	Clitheroe & DMC	Clitheronian Road Rally	Lancashire-Yorkshire
22-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks
5-Oct	Sprint	Yes	Longton & Dist MC	Sprint 8	Anglesey Circuit
6-Oct	Sprint	Yes	Longton & Dist MC	Sprint 9	Anglesey Circuit
10-12	Stage Rally	Yrs	Mull CC	Mull Rall	Isle of Mull
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	
23-Nov	Stage Rally	Yes	Clitheroe & DMC	Hall Trophy	Blyton
1 Dec	Autosolo	Yes	Bolton-le-Moors CC	Autosolo 3	3 Sisters Circuit
1 Dec	Autotest	Yes	Bolton-le-Moors CC	Autotest 2	3 Sisters Circuit
1 Dec	PCA	Yes	Bolton-le-Moors CC	PCA 2	3 Sisters Circuit
7-Dec	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 6	Blackburn Services, M65 Jt 4
7-Dec	PCA	Yes	Under 17 MC NW	U17MC PCA 6	Blackburn Services, M65 Jt 4
7-Dec	Training	No		First Marshal On Scene	Blackburn Services, M65 Jt 4
8-Dec	Autosolo	Yes	Accrington MSC	AMSC Autosolo 2	Blackburn Services, M65 Jt 4
8-Dec	Autotest	Yes	Accrington MSC	AMSC Autotest 2	Blackburn Services, M65 Jt 4
8-Dec	PCA	Yes	Accrington MSC	AMSC PCA 2	Blackburn Services, M65 Jt 4
8-Dec	PCA	Yes	Airedale & Pennine	PCA 6	Rock & Heifer

Sprint & Hillclimb

Stage Rallies

Road Rallies

Non Race/Rally

Training

SD34MSG 2019 Championship Rounds by Discipline at a Glance

Road Rally Championship 2019

Date	Event	Organising Club
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

Non Race/Rally Championship 2019

Date	Event	Organising Club
7 Jul	Tim Sargeant Autotest	Knutsford & DMC
7 Jul	PCA 7	Airedale & Pennine
9 Jun	Grass AQuototest	Airedale & Pennine
13 Jul	Wern Ddu PCA	Warrington & DMC
14 Jul	Wern Ddu PCA	Warrington & DMC
14 Jul	Norther Dales PCA	Hexham & DMC
3 Aug	PCA & AutoSOLO	U17MC (NW)
4 Aug	AutoSOLO, PCA & Autotest	U17MC (NW)
11 Aug	PCA 8	Airedale & Pennine
25 Aug	Ormskirk AutoSOLO	Bolton-le-Moors CC
8 Sep	PCA 9	Airedale & Pennine
14 Sep	AutoSOLO, PCA	U17MC (NW)
15 Sep	AutoSOLO, PCA & Autotest	U17MC (NW)
15 Sep	AutoSOLO, PCA & Autotest	Warrington & DMC
13 Oct	PCA 10	Airedale & Pennine
27 Oct	Wern Ddu PCA	Warrington & DMC
27 Oct	Jubilee AutoSOLO	Knutsford & DMC
10 Nov	PCA 11	Airedale & Pennine
1 Dec	AutoSOLO, PCA Autotest	Bolton-le-Moors CC
7 Dec	AutoSOLO & PCA	Accrington MSC
8 Dec	AutoSOLO, PCA Autotest	Accrington MSC
8 Dec	PCA 12	Airedale & Pennine

Stage Rally Championship 2019

Date	Event	Organising Club
6/7 Sept	Promenade Stages	Wallasey MC
22nd Sept	Heroes Stages	G&PMC & PDMC
10-12 Oct	Mull Rally	Mull CC
13th Oct	Adgespeed Stages	Wigan MC
2nd Nov	Neil Howard	Bolton-le-Moors CC
8/9 Nov	PokerStars	Manx AS
23rd Nov	Hall Trophy	Clitheroe & DMC

Sprint & Hillclimb Championship 2019

Date	Event	Organising Club
6th 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,

GAZZARD ACCOUNTS

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

Office Tel No : 0161 643 0151

E-Mail : gazzard.accts@btinternet.com

Clitheroe & District Motor Club



The Club Meets at 8-30pm

Every Tuesday

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

M/R 103 / 731 437

Website : www.clitheroedmc.co.uk

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

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

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

Whats on at CDMC JULY

Tuesday 2nd of July

**Inter-Club
Motorsport Quiz**

Tuesday 9th

Committee Night

Tuesday 16th

Dave Read

**North West Stages Event
Director / Clerk of Course**

Tuesday 23rd

**Trevor Roberts
Walking Treasure
Hunt Around
Clitheroe**

Tuesday 30th

**Navigational
Exercise**

Maps 102 & 103

Whats been happening at CDMC in June



BBQ at Winstanley Garage Tuesday June 4th

Members Profile John Gribbins Tuesday June 25th



It was the turn of John Gribbins (Gribby to most) to entertain last night at Waddy in the Club member profile slot (we will not mention the Springhill Car Club membership!)- and entertain he most certainly did! Most of the stories seemed to involve one Terence Martin who was his navigator, driver, drinking partner, prankster and general partner in crime over the years since John started in an old 1600 Escort in the early eighties. Night events, local stage events, both SV and multi venue, were the staple diet then and a number of top five places were obtained including losing the top spot by a single second to a Prodrive spec Subaru at an always cold Flookburgh. A short spell with a 2WD Cossy was unsuccessful...in Johns words "it was.... poor!" before a more successful spell with a self built Astra After the usual realisation that this sport was getting too expensive (even allowing for the sponsorship John was getting from a Hair Stylist Company - not a hope now Gribby! John crossed over to the Enduro/Moto-X scene and indeed he had some success himself and even more so when his young lads took it up, with the family all getting involved travelling across the UK/Benelux countries for a number of years in a 7.5 tonner. It was clear that this period held very dear memories for Gribby, if only for the list of injuries he could recount that required serious hospital treatment for both him and his lads! The lads then switching their focus to woman, wine and song led to a motorsport layoff for John until the usual feelings returned (as they always do) resulting in the purchase of a logbooked 205 and the return to the passenger seat of a certain El Tel! A couple of outings in and some car issues remain to be sorted but the boys are certainly enjoying it again and Johns ambition would be to do the Grizedale stages as a trip through a long Dalby stage many years ago has remained firmly in Johns memory..."it were mint...ah could smell the trees and everything!" A cracking evening in my view so thanks John - great stories although I suspect some tales weren't told in order to protect the innocent! PS. Hope Brenda is ok.....

Memorial Rally Forum Tuesday June 18th



Mark Standen explained his reasons for taking on the Clerk of Course Duties for the 2019 Memorial Rally and his thinking behind the route that he set out for competitors. Mark was very forthcoming in acknowledging the flaws and mistakes that he had made and 2020 will benefit from this experience.

Dan Poole & Elliott Shaw collected the 'Cock-up' trophy.

Dan Sedgwick/Sam Ambler & Paul Flynn/Maurice Ellison both retired at Kitt Brow with hydrauliced engines.

Dominic 'Martini' McTear managed to roll the MG whilst avoiding hitting a gate post at a cattle grid.

Ben Mitton/Levi Nicholson were enjoying the extra power that they now had in their Metro since installing a 1.8 lump-. They now have 160bhp at their disposal

Stephen Holmes thinks that AO35 Tyres are crap after fitting 4 spankers for this rally

Terry & Gribby had a vibration problem prior to the rally that would not be cured no matter how many parts (inc a new diff) that they replaced.

Mark Johnson/Steve Butler found themselves with only one dipped beam (No spots) with 8 mins available before the start. Struggled around the route and got 16th O/A in the Toyota Carolla Cyclops

Paul Pendleton/Harris Halgate rescued Tony Harrison and collected the 'Spirit of the Rally' Award and despite the time taken in recovering Tony still managed 13th O/A and 4th Semi Expert

Matt Flynn/Rob Jones were running as car 1 having won the rally last year. They had to open the gate at Haylotts and wake up the odd marshal and they still managed to get 3rd O/A and 1st Expert.

8 crews couldn't make it to this clubnight and I am not sure of their fates, however a G&PMC contingent did attend and enjoyed the Banter & hopefully the comments (All the comments were very favorable)



Airedale & Pennine MCC

Meet at
the Rock & Heifer Inn,
Rock Lane, Thornton,
Bradford, BD13 3RH

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

Rock & Heiffer **Next PCA** **7th of July**

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

Entries - John Rhodes : rhodesj3@sky.com

Haw Pike Trial **27th July**

Haw Pike is confirmed as OK for a National and a Clubman status trials on the 27th July.

Ikley have their Filtrate the day after at the Strid so we have a Yorkshire weekend sorted. It will be a round of both the ANWWCC and the ANCC champi-

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 7th September and for the Speed Hillclimbs at spectacular Barbon Manor on the 6th July.

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

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

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

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

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

Bolton-le-Moors CC

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



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

Hexham & DMC

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



Garstang & Preston Motor Club

www.gpmc.org.uk



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



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

Lancashire Automobile Club

2019 Calendar of Events



July 13th Coast to Coast

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

Simple tulip navigation with supplementary written directions

September 20th - 23rd Highland 3 Day Tour

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

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

Longton & DMC



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



WALLASEY MC

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

Knutsford District Motor Club



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

Grass Autotests

These are held at farms just north of Knutsford on a Monday evening start time 19.00hrs. Clubman & PCA Permit
Dates GA 194 – Monday 1st July

Grass Trials

These are held at farms just north of Knutsford on a Monday evening start time 19.00hrs. Clubman Permit
GA 195 – Monday 5th August

Regulations

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

www.knutsfordmotorclub.co.uk



Meet on the first Tuesday of
each Month and start at 8pm
The Poachers,
Cuerden Way, Bamber Bridge, PR5 6BA

So we are back!!!

We have secured the venue back at the docks for our first Autotest of 2019! We will be running it as an Autotest this year on the 7th of July which allows people to enter with a non road legal vehicle. It also gives us a lot more options with the course. Location and set up etc will all be as previous events with a very exciting new course. Details for how you can enter will be posted on our facebook page soon. Remember all entrants must either be a member of PMC or another club. If anyone has any questions then please drop us a message.

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 impressive results during June with a top ten finish for John Stone on Motul Rally van Wervik and James Ford finishing second on the Garstang & Preston Memorial Road Rally.

Stone, together with co-driver Jack Morton, headed over to Belgium in search of some MSA Tarmac Championship points and finished second in those rankings in his Legend Fires Ford Fiesta WRC. An excellent outcome for the pair who were competing on Belgian soil for the first time.

Staying closer to home James Ford and navigator Michael Gilbey came within a whisker of winning the G & P but in the end the Ford Escort Mk2 crew had to settle for the runners-up spot.

Quentin James and Tom Howe headed to the north-east in order to tackle the Shaw Trophy Targa Rally in their Citroen C2 GT. They dropped time with a puncture on the fifth test and a collected a 10 second cone penalty on the penultimate test before finishing ninth overall.

A man is waiting for his wife to give birth. The doctor comes in and informs the dad that his son was born without torso, arms or legs. The son is just a head! But the dad loves his son and raises him as well as he can, with love and compassion.

After 21 years, the son is now old enough for his first drink. Dad takes him to the bar, tearfully tells the son he is proud of him and orders up the biggest, strongest drink for his boy. With all the bar patrons looking on curiously and the bartender shaking his head in disbelief, the boy takes his first sip of alcohol.

Swoooooosh! Plop!! A torso pops out! The bar is dead silent; then bursts into whoops of joy. The father, shocked, begs his son to drink again. The patrons chant 'Take another drink!' The bartender continues to shake his head in dismay. Swoooooosh! Plip! Plop!! Two arms pop out.

The bar goes wild. The father, crying and wailing, begs his son to drink again. The patrons chant, 'Take another drink! Take another drink!!' The bartender ignores the whole affair and goes back to polishing glasses, shaking his head, clearly unimpressed by the amazing scenes.

By now the boy is getting tipsy, but with his new hands he reaches down, grabs his drink and guzzles the last of it. Plop! Plip!! Two legs pop out. The bar is in chaos.

The father falls to his knees and tearfully thanks God.

The boy stands up on his new legs and stumbles to the left then staggers to the right through the front door, into the street, where a truck runs over him and kills him instantly. The bar falls silent. The father moans in grief.

The bartender sighs and says,

"He should've quit while he was a head"

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Sprint & Hillclimbing

June : With Nigel Fox

The June report kicks off on May Spring bank holiday with another trip to Blyton Park in Lincolnshire, one of my favourite events. The sprint run by jointly by Huddersfield and York Motor Clubs was a little undersubscribed, but a delightful, well run clubby affair. Unfortunately for me there were no other entries in the Formula Ford class. I did manage to improve my times by a couple of seconds from my previous visit and I think with some adjustment to gear ratios I could be close to competitive pace. The organisers were good enough to present me with a class winners' trophy containing a photo taken on the day. Other pics taken by the same photographer will hopefully accompany this report.

Next up, Barbon hillclimb. On a nice day there can be few finer events in the country. The event is always slickly run by Liverpool Motor Club and the investment they have made in surfacing the road and providing drainage in the paddock certainly paid off as it was very wet. For the short hill I had fitted another set of shorter gear ratios for the event with the top gear maximum speed of 89mph. As it turned out the two other entries in my class didn't turn up presumably having seen the forecast for heavy rain which did turn up. I opted for caution and took it very steadily all day. At the end of the day the only person who was wetter than me was the esteemed editor of *Spotlight* who was marshalling and had the contents of the gazebo roof emptied down the inside of the neck of his waterproof!

Finally it was on to Three Sisters for the Longton and District Motor Club sprint. I've finally got my camper van back so I arrived the night before. It turned out there was "arrive and drive" karting on so I thought as I'd arrived I might as well drive. It was a pleasant Friday evening after a week of rain but the track was dry, what could possibly go wrong? Half an hour is a long time in a kart and the steering was remarkably heavy. Eventually the inevitable happened and I went off the track and on to the grass. Unfortunately although it looked like grass, lake or swamp would have been a better description so I ended up drenched and covered in mud. Being a smart arse I'd worn my own race suit and helmet; luckily I had a spare suit.

The sprint the next day was a bit disappointing. In a class of three I finished second to Geoff Ward. Rain came after the first timed run making further improvements impossible for all of us.

As the end of June approaches the sun has finally arrived and the Liverpool Motor Club Aintree sprint tomorrow promises to be a scorcher. I'll report on that in the July issue.

Don't forget anyone can enter a sprint or hillclimb in pretty much any vehicle. If anyone needs any advice you can contact me via "the editor, *Spotlight*".

Nigel Fox : Clitheroe & DMC

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

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

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

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

The aide hustles the young man off.

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

The young man says, "I chop wood!"

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

"I chop wood!"

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

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

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

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



Liverpool MC & Kirkby Lonsedale MC

Barbon Hillclimb

6th June

Keith Thomas

Congratulations to the organisers and marshals at Barbon who ran a great event under really difficult conditions on 8th June. Torrential rain overnight and in the morning didn't deter them, as the day went on the weather was better and umbrellas could be dispensed with at times but still light rain showers kept appearing and the sun was notable by its absence.

In the morning the rain was so heavy Phil Gough who was clerk of the course allowed drivers of open cars to run wearing waterproofs on top of their fireproof overalls, sensibly reasoning that fire risk was minimal, ie non-existent in other words but exposure to the conditions by drivers wearing cold wet overalls all day could have caused hypothermia or even the growth of webbed feet.

The new drainage system worked well and the paddock roadway allowed even the racing cars to move freely from paddock to track.

The entry list could not have had a bigger variety or better quality of cars. The ex Stirling Moss "Works Prototype MG Cooper" driven by 85 year old George Cooper a garage owner from Glasgow, he has owned the car for 35 years and added another class win to its impressive list of awards. A beautifully prepared Lotus 6 from a similar period was driven by Mark Milne and many other historic cars appeared that were equally well prepared as can be seen in the photos.

Peter Garforth whilst on a barnstorming ascent of the hill in his Skoda used the whole width of the track plus an inch of track that wasn't there and in doing so let the bodywork of the Skoda have a "nibble" at the Armco barrier. The Armco won! At least it will give Peter the opportunity to spend a few more hours in his beloved garage fixing up the car and a bit more peace for wife Trudy.

It gave us all the chance to see what our tyres performed like in the wet, Terry Griffin the fastest of the Austin 7 championship guys said his tyres had lost lots of wet grip because they were now two years old so he had replaced them. My "Uniroyal Rain Tyres" have been on my car at least 15 years but were probably 30 years old when I got them off Eddie Farrell although they had never been fitted and still had their "Uniroyal Rain Tyre" labels on them. I used these type of tyres in the early 1970s on my MK2 Cortina on the Scottish International rallies and on other events, I was told they were made in Dumfries at the time. I have to agree with Terry Griffin, old tyres have very little wet grip so it was more like driving on loose gravel in the forests bringing back some great memories. Tough conditions but a thoroughly enjoyable event, well done and thank you to everyone who contributed to make the event such a success.

Unfortunately Graham Curwen didn't arrive either with his Buckler MK5 that looks wonderful now it is fully restored and sporting a "hot" A series engine, gearbox etc or his Van Damien Formula Ford which was a pity as we had a good Buckler battle last year although he was consistently slightly faster than me on each run. I am hoping it was down to the superior power of the A series engine but we will never know because I bought the sidevalve engine and other bits from him

Keith Thomas



Garstang & Preston MC Memorial Rally

15/16th June 2019

Mark Johnson / Steve Butler : Clitheroe & DMC
Toyota Corolla (Standard)

I have to confess, I'm going to make a big thing about the car being completely standard. In fact the only non-standard thing about it is the spotlights, and as you will discover, the car became more standard as the night went on, even before the start.

The scrutineer barley looked at the car, seeing as it was obviously, you know, standard. At that point everything worked. Scrutineering breezed through; it was time for a brew and await the plotting. We were given 2 hours to plot, which should have been ample time for experts and novices alike. Everything plotted perfectly and I deliberately took my time about it to ensure we had all the PCs and code boards down, given that a missed one would mean a fail. To be honest, I much prefer a 5 minute penalty for these. Missing one means that there's pretty much no chance of any kind of a result and it does give crews a tendency to go back against rally traffic to get them. Anyhow, plotting done and checked and on my way back from the facilities I was unnerved to see Mr Johnson with the bonnet up and a concerned expression on his face. Upon testing the lights about 15 minutes before we were due to be at MTC1, one of the spotlight bulbs decides to give up. No problem, we have spares. Bulb changed, try again and both lights fail and one main beam. Mark had sussed that the problem was a broken wire in an awkward place, but with only 8 minutes to MTC1, there was no time to fix it. So we were now doing the rally with only one main beam, the only consolation being that this is the shortest night of the year. Still, the car is now less than standard!

Luckily, the first 2 sections were easily cleanable, because the first NAM took some finding and we weren't the only ones struggling with that judging by the number of cars doing U-turns and ducking in and out of what was supposed to be the NAM. Did I say easily cleanable? I meant only if you went the right way! The second section took us through Kit Brow ford, which was to be the undoing of many a crew. We made it through, but not without suffering some minor damage to a plastic undertray and the front number plate. Making a horrendous scraping noise as we came into the PC at the end of the white, the marshal kindly removed the number plate for us and the rest of the rally was done semi-incognito. We were slowed down slightly by the sadly expired Peugeot of Messrs Sedgwick and Ambler being pushed out of the ford, but that's no excuse for dropping 5 minutes on a section that should have been cleaned with ease. No, the real reason was wrong-slotting down somebody's driveway only to find Tony Harrison had done the same and had got himself stuck in the attempt to turn around.

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Memorial Rally

Continued from Page 20

We valiantly tried to extricate him but the plucky Toyota was having none of it and the clutch was burning out. Sadly we had to leave him (sorry Tony). Fortunately, Paul Pendleton had better luck at pulling him out, earning him and Harris a well deserved Spirit of the Rally award. With hardly any lights and bits of the car hanging off, the aim now was to finish and make sure we got all the boards and PCs. There's always the chance that some of the top crews might miss a board or two and we're in with a chance of a half decent result.

No major dramas over Haylots and the next section over White Moss and the loop around Ringstones on 98. Next was a steady run over Kingsdale and some tricky to spot NAMs and then back down Barbondale before the run out to Petrol at Crooklands.

Straight after petrol the first thing we did was a quick wrong slot into some agricultural buildings. I don't think we were the only ones. The next section had us going back against rally traffic to pick up a NAM I'd missed, my only excuse being that there was a lot to call within half a mile and, well, I cocked-up. The next section took us down the hitherto unknown to us Mansergh white. With no sumpguard, we were unsure of the outcome of this, but needn't have worried. It was relatively smooth, but very muddy and the ABS was very much a hindrance as we went skating past the marshals.

On to the last section now and some rumours of many crews missing boards had us hoping for a half decent result. I was certain that we had everything, and even got one that wasn't in the instructions!

We didn't hang around for the results. The first half times were up by breakfast (but not the board penalties) which told a story that meant we weren't going to be winning anything. But, you know, standard car and only half illumination.....okay, and a couple of wrong slots and overshoots.

When the results were emailed through later on Sunday we were more than happy with 16th overall, being the last car to have no fails out of 33 finishers. I said before we started that we'd be lucking to crack the top 15. I was right.

Hat's off to Mark Standen for stepping up and putting on a cracking rally. We thoroughly enjoyed it and for a first rally it was nothing less than outstanding. Thanks to Mark and all the team for all the hard work and I hope you run it again next year. Thanks as ever to all the marshals who were spot on all night. And thanks to MJ for getting us round. I hope the car survived its trip to Europe the week after!

Steve Butler - I did say standard car, right?

Photos Courtesy of Duncan Littler

Kitt Brow Ford Photos Courtesy of Glynn Sterling



Bala & DMC

Derwydd Car Trial

Bala and District Motor Clubs Derwydd event is the first of the two events that make up the first Welsh week, straight after the rescheduled Somerset weekend before, four events back to back! Great fun!

It nearly didn't happen after the Mathews Auto Salvage trial was cancelled, but thankfully Bala MC stepped in to fill the void and put on both days.

Saturday morning saw an early start and the two and a half hour drive to the venue, the weather was a little mixed but it did manage to stay dry for Saturday.

Bala MC put on some cracking food during the day, a bacon roll in the morning is most welcome and the Lamb burgers at lunch were brilliant.

I have been driving on my own of late without an passenger (bouncer) for while now but after a fellow comperters car failed to work properly before the event started i got a friend for the day and weekend in Ifan "Mike" Roberts a 15 year old who normally shares a Dutton with his dad Kevin "Kev Block". Driving RWD and FWD are too very different things but i feel he adapted well, especially with the Mini not being the most forgiving of cars to drive. Like many forms of motorsport if there's a problem with a fellow competitors cars everyone helps out to see if they can get it going again, or as in this case shares a car with them. I do wonder how many different people have had a go in my car over the years?

After the formalities of scrutineering and signing on were sorted out, it was off to the 8 hills for the day which were to be tackled 4 times. Longish wet grass which was to dry out as the day wore on but it would make the first round very tricky.

The hills set out had some tough starts, short run ups into a prolonged climb and some tricky off camber sections to deal with. I was the "first on" which means everyone get to see my mistakes or which line isn't working, as i trundled round racking up a huge amount of marks dropped i thought it was a disaster! I've dropped less on entire events than i did on the first round, 42, but turned out it was actually a good score as the others in class 2 struggled on behind me. The battle in class 1 on 3, was a lot closer with the top 2 contenders in each class separated by 1 mark.

Round 2 felt a lot better, nice to see the top of some of the sections and halving my round 1 score but a hard charging Gary Preston, my closest rival for the day, had closed up on me by 4 marks. The battle in the other classes was too tight to call with everyone separated by very small amounts.

Lunch break is a good time to catch up with all the news after being spread out over the sections all the tales of woe or success are exchanged. I Was a bit concerned to be losing marks to Gary, if it's 4 marks a round that puts me behind at the end of the next 2 rounds. Work to be done!!

This point in the event is a good time to reflect on why driving a car up between 26 posts over and over again is a challenging sport, from the outside if you try to explain it to people it seems a little boring, compared to rallying or circuit racing for example, but the competition is still there, and bloody fierce competition too, having to hang onto a 4 mark lead for 16 hills isn't that easy, it requires concentration and a steady hand. It can all be make or break on every section, one false move and it's all over. To be honest my results haven't been much to write home about recently and i wasn't all that confident i could hang on to slim lead.

So off into round 3 and 4 we went, my pessimism after lunch was misplaced and i managed to extend my lead over the next 2 rounds instead of watch it disappear.

The hills had been tweaked all day and there was a few squeaky bum moments over some fresh slippery grass but managed to keep it together.

The tight battles in the other classes meant working out who won, was going to be a little tricky , no one was a clear winner.....

Turned out it was me! And by a truly tiny margin of .55% on the index of performance calculation (that's a whole article by itself!). So narrowly beat class 1's Henry Kitching to the top spot. Bala had some great awards to present, handmade wooden maps of Wales on plinths with the award information written on them.

The class winners were Henry Kitching in class 1 beating Trevor Moffat after a day long tussle, and Mark Hoppe in class 3, almost tied on scores with Barrie Parker adpart from a singular 10 on one hill on the third round round. Ifan "Mike" Roberts won the novice award for his efforts on the day.

A most enjoyable event in a lovely place with lovely people, totally worth the journey. A huge thanks to Bala Motor Club for putting the event on.



Llandysul M.C. Classic Tracks Targa Rally 26th May

Llandysul motor club held their ever-popular Classic Tracks targa rally on the Sunday the 26th of May. Being a very popular event, the entry list filled fast and, in the end, some 74 competitors gathered at rally HQ which again this year was West Wales Rally spares on the Llandysul industrial estate. Included in the entry running at car 1 was John “tyres” Davies who had regular long-term navigator Eurig Davies. John is a previous winner of this rally and this year he would be competing in a Ford Puma. Behind them taking number 2 were Cerith Jones and Richard “Ty-capel” Williams in a Mk2 Ford Escort. Number 3 was Steve Knibbs and Gerwyn Barry in a Citroën Xsara, 4 went to Rhodri Evans and Gareth Evans in another Mk2 Ford Escort and rounding off the top 5 were James Davies and Marc Mayes in a Proton Compact GTI. Anyone and everyone in the top 10 had the potential to take outright victory such was the standard of entry.

The day's competition was to be made up of 22 tests all local to the Llandysul area, with a refuel halt at approximately half way through the day in Llanarth. The weather for most of the day was very wet with rain falling all morning, making conditions very challenging, everyone reported grip to be in short supply on the tests. The first few tests of the day included the use of cattle tracks outside of the villages of Horeb and Cwmdyllust. On these first few opening tests it was Brynli “breeze” Smorthit and Tjay Lewis who took an early lead in their Ford Sierra just ahead of the escorts of Chris Hand and Alan James and Cerith and Richard. John “tyres” and Cadog Davies with his navigator Michael Jones were also in the running.

The eighth test of the day was to be a track leading from Bwylch-y-fadfa through to Talgarreg but this was scrubbed from the event so it was over to Henbant quarry for test 9. By now the rain had stopped falling so it was at least dry overhead, but the tracks and tests themselves still proved to be slippery. Here at test 9 it was John and Eurig that did best, only gaining 18 seconds of penalties. Hot on their heels with 19 seconds was the Proton of Cadog Davies and Michael Jones.

Test 10 proved to be an unfortunate one for James and Marc in their Proton, as the car slid off the road and crash landed in a ditch, both crew members were completely fine but the car's future isn't so certain and a new shell may be required. It was also eventful for Cadog and Michael as they also spun here, thankfully Cadog managed to put the car into reverse and spin back around to continue, keeping time loss to an absolute minimum.

At the half way halt it was Chris Hand and Alan James that held a slim lead in Chris' newly built Mk2 Ford Escort, he had a penalty cut of 5 minutes and 18 seconds. Cadog Davies and Michael Jones were 8 seconds down in second place, and rounding off the top 3

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There were still plenty of tests still to run, including a spectator point at the very popular Pantsod farm just outside of Synod Inn, before competitors went back towards Llandysul for the final tests, and included going through tests at Penrhiwpal and Gwernant. Test 20 was at Glyn-yr-Odyn farm which is always a popular test and includes a tight section around some outbuilding in the middle of the test on the farm yard. Following this test 21 was held at Cwmhyar which gave spectators a last chance to view the action as the test takes places in some fields visible from the road so a crowd always gather here. Cadog Davies and Michael Jones set an excellent time here of 35 seconds as they made a push for the overall lead in the Proton, also doing well here were semi expert pairing of Osian Jones and Rhodri Lewis who achieved a time of 40 seconds here.

The final test of the day was Abercerdin and here again Cadog and Michael were the pace setters with a penalty count of 17 seconds, this was matched by Chris Hand and Alan James in their escort. After this test had been completed it was over to the Porth Hotel in Llandysul for the results and awards, where it was declared that the winners were Cadog Davies and Michael Jones who took a 2 seconds victory in their Proton Satria GTI over the escort of Chris Hand and Alan James, Cadog and Michaels penalty count at the end of the day was 10 minutes and 42 seconds, with Chris and Alans being 10 minutes and 43. Rounding off the podium were Cerith Jones and Richard "Ty-capel" Williams in another Mk2 ford escort. Their penalty count stood at 10 minutes and 50 seconds. Cadog has now joined the two-seat club by having victories in both sides of the rally car. Semi expert class was won by Huw Morris and Natasha Morris who finished in eighth overall in their Ford focus and novice class was taken by Ben Lewis and Craig Nichols in a Proton Persona.

Greg Harrand

Clitheroe & DMC

Burnt House PCT

30th June



This event last year was held in glorious wall to wall sunshine. On the Saturday afternoon this year I performed the Lancashire rain dance ceremony and lit the BBQ. Within an hour we had black clouds and 15 minutes later the rain arrived. That will make things a little bit more difficult on the hills above Ingleton tomorrow I thought.

The set up crew arrived at 8:00 and by the time everyone competing had signed on everything was in place (4 hills to be attempted 6 times).

The first car was on the first hill spot on 10:00am.

The 3 Duttons took the first three places. Fourth place and 1st in class was Rupert North in his Mini.

Just as rain appeared all crews had finished their runs so it was a quick tidy up of the stakes and off we all trotted to the Marton Arms for Fish & chips and the odd glass of Liquid refreshment before the presentation of awards



Classic Nostalgia June 19th

By Keith Thomas

Shelsley Walsh is the oldest motorsport venue in the world still using its original course and has been running speed hill climbs since 12th August 1905 just 4 years after the organising club The Midland Automobile Club, the oldest motoring club in the world, was formed in Birmingham in January 1901.

This revival event caters for pre-1980 cars, in fact the introduction in the official programme stated they were running a "full hill climb programme for Group B rally cars, Shelsley Specials, Flathead and Buckler cars, as well as pre 1980s cars from Mini, Volvo and Bentley".

Considering the vast worldwide fame and production volumes of the other cars mentioned that is a magnificent introduction showing just how highly Derek Bucklers products are regarded even though only a total of 276 or so chassis were ever produced. Once again the organisers considered Bucklers to be of sufficient merit to warrant giving them a class of their own.

Group B rally cars are full "works cars" such as the Metro 6R4 which were banned because they were far too powerful and dangerous having 3.5litre V8 engines with twin turbos producing as much power as F1 cars of their era. Shelsley specials are basically racing cars many produced during the 1920/30s with no other purpose than to climb the Worcester-shire hill in the fastest time possible, these include the famous GN Spiders of Basil Davenport, they are still racing almost 100 years later.

Other genuine Works cars competing included Subaru's that had been driven to wins all over the globe by the late Colin McCrae as well as former WRC cars from Audi, Mitsubishi, Ford, Vauxhall, Triumph, Porsche, VW, Peugeot, Mercedes and Renault.

Because Classic Nostalgia had moved from its usual July date, this year's event clashed with a long planned Buckler family wedding so Derek Bucklers grandson Simon Ambrose couldn't bring his V8 model or the historically important BB100 which when built in 1958 with its fully triangulated backbone chassis, inclined engine and fully streamlined aerodynamic body built by Jonnie Offord was at the very forefront of racing car design.

The ex Allan Staniforth car SUG55 is still undergoing restoration but all being well these will all be at Classic Nostalgia next year.

Nevertheless those cars that were there created a vast amount of interest, the fantastic "Pop up" information displays so professionally designed and created by David Montgomery had streams of visitors studying the Buckler history all weekend. This produced some amazing stories from various individuals, some really interesting unknown history of an early Buckler was also discovered over the two days.



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Six Bucklers were entered, Chris Jaques had his fabulous DD1 with its 1500cc Coventry Climax engine to be double driven by Chris's regular driver Rob Newall as well as son in law Paul Steed, Tom Brown was down to drive one of the Bucklers owned by dad Richard Brown, this particular one being a MK15 with a race BMC A series motor. Richard was a former hill record holder at Shelsley for an incredible 9 years, not in a Buckler I might add but in a Pilbeam MP58 with a 3500cc DFR power unit providing the propulsion. Sadly the MK15 on first practise stripped 1st gear on the start line so unfortunately the box which was a proper uprated one with bigger shafts etc couldn't be repaired so took no further part but was much admired sitting in the paddock garage, it is in absolutely concours condition as well as being one of the fastest Bucklers ever produced in its current state of tune.

Carl and Dylan Talbot had their 90 and MK5 entered but as the new conrods only arrived on Tuesday prior to the event a whole 6 weeks late so it left Carl no time to complete the engine rebuild on the MK5 so instead they double drove the 90. I had my usual supercharged sidevalve 1172cc Mk5.

Saturday was a bit wet at times and this coupled with several cars having incidents, some overturning, another putting a conrod through the side of the engine block caused the track to become decidedly treacherous at times but valiant efforts by the marshals and organisers did everything possible to sort the problems using all the tools and equipment available for the purpose

This Revival weekend isn't just a hill climb, there are many other attractions one of which is a vast classic car show plus this year a celebration of 50 years since the film "The Italian Job" was made. This featured a re-enactment of the gold bullion raid with red white and blue Minis, girls in mini skirts and even the famous bus ALR453B made by coachbuilders Harrington's. The firm Thomas Harrington was founded in Brighton, eventually moving to nearby Hove and occupying a massive 7 acre site in Old Shoreham Road Hove. It is better known to us motoring enthusiasts as the firm that also bodied such cars as the Harrington Sunbeam Alpine as well just one Harrington Tiger with the V8 engine.

The coach you will remember from the film had ramps trailing behind and in the film the minis were driven up into the bus on the move.

Our good friend Simon Taylor, former BBC F1 commentator, author, journalist and world renowned expert on motorsport, enjoyed his lunch with us whilst entertaining Carol and myself with amusing tales from a recent party celebrating 50 years of the Italian Job

A guy driving one of the Minis in the re enactment was looking at the information display at the Buckler garage and excitedly exclaimed his grandad helped build one of the cars shown and used to take him for drives in the car, in fact he said the original of that photo hung on his mother's wall over her fireplace in pride of place.

I hurriedly sent this information to several people I thought might have information, David Montgomery the club archivist turned up trumps and came back to me very rapidly stating the car was now in Somerset having been recently re-stored for Louise Tully, granddaughter of the original owner Dr Rees.



I forwarded the information to the guy in question, Phil Davies, and in no time at all he was in touch with his mother and Louise Tulley, a meeting has now been arranged to re acquaint him with that car. The following day he brought the photo for us all to see leaving a temporary gap in the pictures above the fire-place in his mums house, from now on it will mean much more to the whole family. Thank you Phil for bringing the picture to show us.

Another chap called Don McLean came to see us, he had visited Bucklers to purchase some wheels after building himself a Ford special which he registered as a DBM those being his initials. Whilst at Bucklers, Derek Buckler took him out in a car he described as being "a streamlined low Buckler which was very fast", this was probably MOR 456 the prototype 90, so called because they would do 90mph due to the low aerodynamic shape.

Another chap came with his wife to tell me he helped a friend called Brian Crouch build a Buckler many years ago so again I contacted various knowledgeable Buckler people for more information if available, this enquiry is still ongoing as no one of that name has yet been found in the documents but the search goes on. Does anyone have any information regarding Brian Crouch or his cars ?

When I was called for our last run I walked back to my car and found a chap sketching my supercharger as the bonnet was off, he asked me if I minded leaving the bonnet off for a couple of minutes until he finished it so I did this and I took a couple of photos of him sketching and asked if it was ok to take a photo of his lovely sketch to which he readily agreed. I asked him his name which he told me it was Hone quipping that it rhymed with Bone. I quickly replaced the bonnet did my last run then packed everything up and loaded the car and set off back to Cumbria 250 or so miles away.

Next day I posted on Facebook my photo of his sketch as I couldn't make out his first name on the piece of paper he wrote his e mail address on but he did say he lived at Edgbaston in Birmingham. Imagine my surprise when loads of people responded telling me it was Martin Hone the guy who brought the British Grand Prix to race around the streets of Birmingham many years ago, a driver who raced not only Porsche 904 & 906s at Shelsley but Mallock's and other cars as well. He also ran a famous night club called "The Opposite Lock Club" in Birmingham which was a favourite haunt of many motor racing personalities.

I e-mailed him to look on Facebook or get someone to put it on for him and see just how many people had put on complimentary posts about him. I got a lovely reply, he didn't really know much about Facebook, had never ever posted on Facebook either but put on some hilarious comments in his first post and now is planning to go back to Shelsley in two weeks time to look up old friends at the VSCC meeting.

What a lovely guy and so talented, it was an honour and a privilege to meet him.

It was a truly fantastic weekend, hot competition between everyone especially those double driving cars of course, Richard & George Brown were supposed to be double driving the family Mallock but with the demise of the gearbox on the MK15 Richard very sportingly handed over his drive to son Tom, this of course proved a titanic struggle for top honours between brothers. I chuckled to myself when after George had put up a really fantastic time Richard mentioned quite matter of factly to Tom, " you will need to get your finger out to beat that " then walked away smiling. Not sure who won the honours.



Shelsey Walsh

Continued from page 27

While family rivalries were ongoing at Shelsley, Richard and Elizabeth's daughter Olivia Cooper was up at Doune in north of Scotland with her husband competing in a round of the British hillclimb championship, there just as she had done at Craiganlet in Ireland a couple of weeks before she broke the ladies hill record, the speed genes in the Brown family have obviously been passed on successfully

Although my car isn't as quick as the 90 or the DD I was very pleased with how my weekend went as I achieved a personal best time in spite of a slightly damp track.

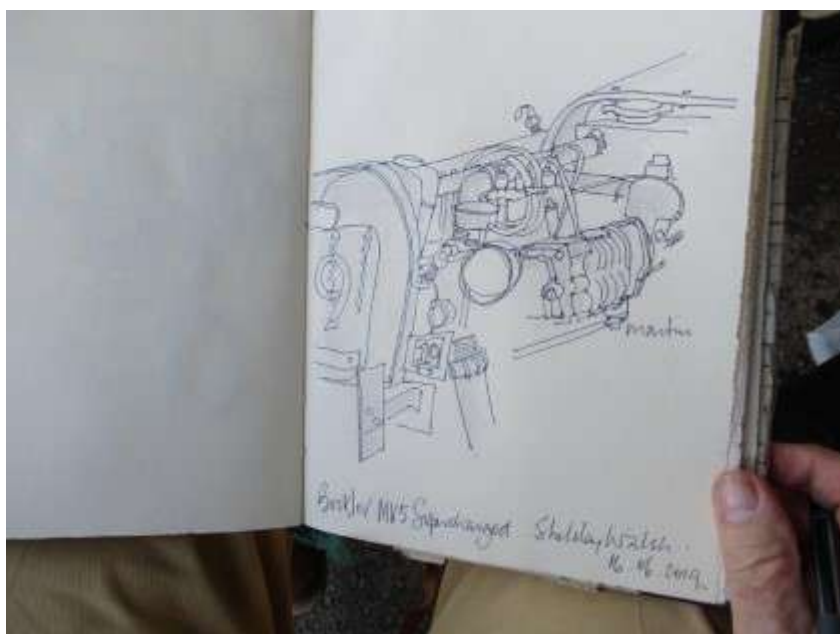
My car is fitted with an electronic rev limiter restricting maximum revs to 6000rpm, it was triggering the limiter about three quarters of the way along the two faster straights which of course doesn't allow the car to achieve any faster speed. Therefore to go quicker I need to either change up to top gear (3 speed box) which it hasn't the power to pull, raise the gear ratio slightly and the easiest way to do this is by fitting slightly bigger tyres on the rear. Its also possible raising the limit on the rev limiter but I don't want to do that as the engine isn't balanced so would make it unreliable or I could raise the supercharger boost pressure to give more power but that may cause the head gasket to blow.

I shall probably increase the tyre size slightly but apart from that I am happy with everything else, it gives lots of enjoyment without costing a fortune it's very easy to get sucked into the battle for power, but bearing in mind that high revs costs high money I feel there is a balance to be struck. Alternatively just be happy that it's been reliable, gone well and lives to fight another day on this power sapping hill, that is my feeling anyway.

If one only has to do one event per year this is an ideal one to do, the competition is there, the venue is great, the organisation is superb and the people are really friendly, what more could one ask for.

Thanks to all the marshals, organisers and everyone who visited us to make it such a memorable weekend at Shelsley Walsh.

Keith Thomas : Buckler comp sec



Lake District Classic

Stuart Bankier : Berwick & DMC

Wigton Motor Club's annual thrash round the north of the Lake District saw us marshalling at Threlkeld Quarry on a very hot and dusty day. We had marshalled at the same spot last year but the very dry conditions made parts of the test more akin to a skid pan and several cars came to grief in a very spectacular fashion just before the test finish but without causing any apparent damage. All got maximums and had to be towed or pushed out. First to come a cropper was the very high revving Lancia Fulvia of Andrew Johnson and Matthew Skilbeck who fell off the road at the last chicane into a very deep ditch. No sooner had we stopped the test and Heidi Garstang towed them out then Tony Harrison and Matt Hewlett (Peugeot 504) followed suit in a very spectacular fashion but they were going at least 10 mph faster than the Lancia and bounced out of the ditch before coming to rest on the opposite side of the road on top of a large pile of fresh, soft earth.

Next up was the Suzuki Ignis Sport of Geoff Dean and Suzanne Barker who were going even quicker and managed to rest the car on its side in the same ditch. By this time the recovery team were in action quicker than the McLaren F1 pit crew and Heidi had the car towed out in a flash. Rob Short and Kirsty Thompson in a Proton tried a different technique and they were going even quicker and they managed to emulate the Peugeot and climb ever further onto the pile of earth before stopping very abruptly short of a substantial tree by a cat's whisker. Kirsty, obviously running on adrenalin, jumped out of the car and started to perform some sort of native (that is "native" Yorkshire) war dance before proclaiming "its OK I am fine".

Providing the final entertainment for the day were Phil Hodgson and Ian Giles in the Mazda who one would have thought would have known better having fallen into the ditch at the same spot in July 2018. However having very narrowly avoided the ditch they ricocheted off to the other side of the road ending up in the same spot as the Peugeot.

Just for the record David Marsden/Mike Garstang were quickest historic on the test by quite a margin in their two litre Escort and Stephen and Daniel Place were the fastest Targa in what must now be a very rare car – a Peugeot 309Gti.

Stuart Bankier : Berwick & DMC



Lake District Classic and Targa Rally

23/06/19

There was an international feel to this year's Lake District Classic and Targa Rallies this year. The Wigton Motor Club run event was taking place for the thirty first time and was paced in the Penrith area with the new base for the event being the Penrith Rugby Club. Entries came from Ireland and Scotland as well as all over the UK.

The Classic Rally was for historic cars built prior to 1989 and the Targa event for standard specification cars built at any time. The event featured fourteen special tests on private land along with a road navigational section.

The Classic was won by David Marsden and Mike Garstang in an Escort RS who has been runners up on the event on many occasions and were understandably overjoyed by their first win. The very experienced Peter Tyson and Neil Harrison were second in their Mini Cooper S with Andrew Johnson and Malcolm Silbeck third in their Lancia Fulvia.

The pre-Historic Classic was taken by Jim Hendry and Graham Couser in Triumph TR2 with Graeme Cornthwaite/Craig Welsh winning the Historic section with their Mini Cooper S and the Post Historic class falling to John and Marian Sloan in an MG Midget.

The Classics class saw a win for David Garstang and Matthew Alexander and the post classics saw a win for Brian Bradley and Michael Marsland.

The Targa rally for modern standard cars was a battle between the Short brothers in their Protons with Stephen, navigated by James Greehaugh beating brother Robert who was guided by Kirsty Thompson. Two very experienced navigators, Bob Hargreaves and Andrew Fist paired up to take third place in a BMW. Rob Iveson and Jacqui Raine were fourth in a Ford Ka.

The new start/lunch/finish venue at the Rugby club worked well and the event will in all probability return there in 2020.

The Lake District Classic was the second round of the Gates/Protyre Historic Rally Awards with the next round being the North Dales Rally run by Hexham DMC in three weeks' time.



Photos Courtesy of Tony Norrth

Graeme Forrester : Wigton MC

BARBON IS NEXT ROUND OF BRITISH HILLCLIMB CHAMPIONSHIP

Barbon on Saturday 6th July will see the fastest cars in the country competing for points towards the British Hillclimb Championship as well as more usual machinery competing in both National A and National B championships at the same meeting.

This is by far the most spectacular Barbon where the fastest cars reach amazing speeds on the approach to the hairpin with its stout Armco awaiting the over zealous or careless driver.

Wonderful setting overlooking Barbon village, good view of most of the course from above the hairpin and chance to see the best cars in the country at close quarters. Catering on site with good food so set off early and enjoy your breakfast with the competitors.. By the law of averages this meeting should be blessed with sun as we had all the rain it was possible to have at the last meeting.

Cheers,

Keith Thomas

Lake District Classic

Ed Graham : Hexham & DMC

After many years of trying, the Escort MK1 crew of Dave Marsden/ Mike Garstang achieved their ambition to take victory on Wigton Motor Club's Lake District Classic rally, a neat, tidy and well measured run seeing them take the win ahead of road rally aces Pete Tyson/ Neil Harrison with the Lancia Fulvia of Andrew Johnson/ Malcolm Skilbeck taking the final podium position. Pace setters throughout the day were Graham Cornthwaite/ Craig Welsh (Mini Cooper) but high wrong test penalties cost them dearly.

For the 2019 edition of this long running event the organisers had moved the rally base to Penrith Rugby Club which proved to be a very welcome and well appointed venue. The opening test was just down the road, a new one at the large highways depot at Skirgill, unfortunately the cones had been laid out in the wrong order so it had to be scrubbed, an inauspicious start to the event. The well known venue at Highfield Farm came next and this year the organisers had found space for an extra test, all grass and quite tight it saw the Mini Clubman of Mackay/ Crack narrowly quickest from Marsden/ Garstang (Escort MK1) although they had a lengthy pit stop straight afterwards to repair a leaking oil pipe. Cornthwaite/ Walsh opened their account with a maximum for a wrong test but were quickest on the second Highfield test ahead of Marsden/ Garstang and Johnstone/ Skilbeck.

Kirkbarrow Farm was dry and dusty but that didn't bother John & Marion Sloan who blasted the little MG Midget round quickest of the field. A run down the A66 took crews to Thorngill and a chance to "Stretch the legs" on this fast track test, Johnson/ Skilbeck were quickest here, just heading Cornthwaite/ Walsh and Tyson/ Harrison. The short "Bridge" test saw everyone safely negotiate the hump backed feature that gives the test its name with Cornthwaite/ Welsh clearly the quickest on this tight little number.

Threlkeld Quarry came next, still as rough a sever and still with numerous items of disused equipment dotted around providing quite substantial obstacles. Tyson/ Harrison powered through this one with the Escort of Hardy/ Boyes the best of the rest. Just across the A66 is the Grapevine test, located in a small industrial estate where the Sloans, Cornthwaite/ Welsh and Dave McCausland/ Kieran Dillon (Escort MK1) all tied for fastest time. The organisers had introduced a bit of a navigational element on the run back to the lunch halt with numerous code boards en route and this caused a fair bit of head scratching amongst navigators with much discussion over lunch as to just how many they should have encountered. Results at this point showed Marsden/ Garstang to be out in front, 17 seconds ahead of Tyson/ Harrison with Cornthwaite/ Welsh another 10 seconds adrift in third spot. There was much activity in the car park with Dixon/ Walsh trying to cure an intermittent brake problem on their MGB, brake problems were also affecting the Viva HB of David & Callum Alexander and the venerable TR3 of Jim Hendry/ Graham Couser was suffering from gearbox problems.



Photos Courtesy of Tony North

Continued on Page 32

Lake District Classic : Continued from Page 31

The afternoon session opened with a run round a now correctly laid out Skirgill where Marsden/ Garstang were quickest and Cornthwaite/ Welsh recorded a wrong test, something that was to significantly affect the final results as they were quickest on the following two runs back at Highfield. Dixon / Walsh retired here when their brake problems became terminal, a burst cylinder the culprit and Mackay/ Crack's troubled day ended with the Mini's clutch inoperative. A run down the A6 took crews to the highlight of the rally, the iconic Waters Farm test which, sadly, had to be shortened this year owing to the owners of the adjacent quarry road refusing to allow their property to be used competitively. Cornthwaite/ Welsh were quickest on both runs with Tyson/ Harrison and Hardy/ Boyes the best of the rest.

The event finished with a final run over the well used Highfield test with Cornthwaite/ Welsh narrowly heading Hardy/ Boyes, how they must have been regretting those wrong tests !. Back at the rugby club results were quickly forthcoming confirming Marsden/ Garstang's victory after many years of trying, Tyson/ Harrison were quite surprised to finish as runners up but they had been on the pace all day as had third placed Johnson/ Skilbeck while Cornthwaite/ Welsh were left to ponder on what might have been had they not made those costly errors. A word of praise must go to the hard working Wigton Motor Club officials who ran the event with their usual combination of efficiency and good humour and provided an excellent days motor sport amongst the beautiful Lake District scenery.

RESULTS :-

1 st	Dave Marsden / Mike Garstang	Ford Escort MK1	754
2 nd	Pete Tyson / Neil Harrison	MiniClubman GT	758
3 rd	Andrew Johnson/ Malcolm Skilbeck	Lancia Fulvia	777
4 th	John & Marion Sloan	MG Midget	783
5 th	Graham Cornthwaite / Craig Welsh	Morris Mini	775
6 th	Joe Hardy / Dave Boyes	Ford Escort MK1	789
7 th	David Garstang/ Matt Alexander	Ford Fiesta MK1	811
8 th	Dave McCausland/ Kieran Dillon	Ford Escort MK1	835
9 th	Brian Bradley/ Mike Marsland	VW Golf	846
10 th	Tony Tomlinson/ Paul Garstang	Talbot Sunbeam	854

Class Awards :

F2.	Jim Hendry / Graham Couser	Triumph TR3
H1	Cornthwaite/ Welsh	Morris Mini
P1	John & Marion Sloan	MG Midget
C1	David Garstang / Matt Alexander	Ford Fiesta MK1
D2	Brian Bradley/ Mike Marsland	VW Golf



Ed Graham : Hexham & DMC

LAKE DISTRICT TARGA RALLY

Running concurrently with the Lake District Classic Rally, the Targa event saw a close victory for the Proton Coupe of Stephen Short/ James Greenhough ahead of another Proton, that of Robert Short/ Kirsty Thompson with the BMW Compact 318 of well known Historic competitors, Bob Hargreaves/ Andrew Fish taking third spot. The results were turned on their head somewhat with a number of competitors featuring well only to pick up maximum penalties for a wrong test while the event's navigational section also heavy penalties incurred for failing to spot the numerous code boards.

Short/ Greenhough were the pace setters all day, however, quickest on more than 50% of the days 14 tests , with Phil Hodgson / Ian Giles (Mazda MX5) setting 2 quickest times but collecting a maximum in Threlkeld Quarry while the diminutive Suzuki Ignis Sport of Geoff Dean/ Suzanne Barker also posted a couple of quickest times, they also however, fell foul of the quarries hazards. The navigation section was also the downfall of a lot of crews, notably Simon Jennings/ Clive White (Peugeot 106) who were on course for a podium finish until they failed to spot a code board on the road section.

RESULTS :-

1 st	Stephen Short? James Greenhough	Proton Coupe	718
2 nd	Robert Short/ Kirsty Thompson	Proton Coupe	734
3 rd	Bob Hargreaves / Andrew Fish	BMW Compact	737
4 th	Rob Iveson / Jaqui Raine	Ford Ka	739
5 th	Geoff & Maggie Bateman	Peugeot 205	767
6 th	John-Paul Foran/ Josh Bailey	Mitsubishi Colt	772
7 th	Stephen Place/ Daniel Place	Peugeot 309	779
8 th	Simon Jennings / Clive White	Peugeot 106	800
9 th	Geoff Dean/ Suzanne Barker	Suzuki Ignis Sport	804
10 th	Kevin savage / Philip Savage	Suzuki Ignis Sport	813

Ed Graham : Hexham & DMC

Cole capitalises on Pritchard's misfortune to take series lead after Rally van Wervik

After completing 12 special stages in mixed conditions, Damian Cole / Dale Bowen emerged as leading Prottyre Motorsport UK Asphalt Rally Championship contenders as they finished eighth overall on the Rally van Wervik, moving into the Championship lead as a result.

On this occasion, Cole opted to use his Get Connected/Energizer-backed Ford Fiesta WRC rather than the Focus IWRC he campaigned earlier in the season, and after completing the first loop of three stages he confessed that he didn't know how he had kept the Fiesta on the road as the stages were so slippery, particularly the third test, following early morning rain, and he was forced to give second best to Championship leader Jason Pritchard.

Softening the springs on the Fiesta for the second loop transformed the car as he overtook Pritchard for the lead of the Prottyre Asphalt crews, and then extended his lead over the third group of stages, though he admitted to finding it "hard work" in the by now hot and dry conditions.

There were no dramas for Cole/Bowen over the final loop as he returned to the finish in Wervik town with a lead of just under 16 seconds to take the Championship honours on the day.

For John Stone, this would be his first Belgium rally, and he and Jack Morton brought their usual Legend Fires Fiesta WRC for the event. Following a good start, Stone opted to put extra cuts in his tyres to cope with the slippery conditions, and also opted to soften the Fiesta's suspension, though he still managed to bend the steering on the Fiesta after "cutting" a number of bends.

Stage seven went well as he took time out of Cole, before conceding a handful of seconds on the following test, his Fiesta now riding higher in order to prevent further steering problems, and he was now getting into the event and enjoying it as he moved into the top ten. With the car now as he wanted, Stone managed to beat Cole on two of the final three special stages, and was rewarded with second championship contender and ninth place overall.

Not so happy early on were Darren Atkinson/Phil Sandham; Atkinson being another driver on his first Belgium outing. Fresh from a good run on the recent Masterpixel Media Manx National Rally, Atkinson's choice of slicks for the first loop and wet tyres in the second one were both incorrect, and the Lancashire driver felt he wasn't as competitive as he expected to be in his Ford Escort Mk2, which almost slid into a ditch on special stage five.

Atkinson felt that running his Escort on 13 inch wheels wasn't helping, as he seemed to be getting wheel spin everywhere, but as the day wore on, and tyre choice became more straightforward he was able to increase his pace. A final loop push ensured his Atkinson Sandblasting Ford Escort was the first two wheel drive car home as he took the final place on the Championship podium, finishing in the top 20 overall.

In 2018, Belgian driver Amaury Molle helped Howard Davies with the event commentary and so decided to enter the Championship this year. On his first Championship outing, he and Renaud Herman were also using the event as a test for the forthcoming Ypres Rally later this month, but his choice of slick tyres for the opening loop made things difficult in the wet conditions. During the day, he altered the settings of his Peugeot 208 R2 with mixed results, being disappointed with his run over the third loop. With some more amendments for the final group of stages, things improved and he was pleased with his days testing as he finished fourth of the Championship crews, winning his class in the process.



Continued on Page 34

Rally van Wervick : Continued from Page 33

There was a nasty surprise for Belgian debutants Spencer Chard/Dave Tortoisshell when their Subaru Imreza developed a fuel leak on stage eight, which thankfully they were able to repair. From then on everything went well and the pair were delighted to finish the enjoyable event.

Last year, Chris Ford failed to make it to the start of the first stage following technical problems with the Subaru Impreza WRC that he was using. For this event he returned with his new Ford Fiesta R5 which he was using for only the second time. Ford was another driver to find the opening loop slippery, and with correct tyres for the drier second loop he and Matt Daniels adopted a "smooth and safe" approach which reaped dividends with their times. Like Stone, Ford had to raise the ride height of his Fiesta to cope with the corner cutting required to set competitive times. Despite finding the day tiring, Ford was pleased to have an early birthday present by finishing sixth championship contender.

Championship leaders prior to the start of the event. Jason Pritchard/Phil Clarke, elected to use their Ford Fiesta S2000 rather than the Focus WRC they have campaigned on earlier Championship rounds, and their choice was vindicated as they completed the first loop as leading crew. The second loop saw them slip just behind Cole, only to be forced out of the event following brake problems after the sixth special stage.

Fastest of the Protyre crews on the first special stage were Hugh Hunter/Rob Flagg who were only four seconds off the overall fastest time in their Focus WRC, but unfortunately the crew spun the Ford on a very slippery left hand bend on stage two were forced to retire. Gary Le Codeau/Bill Paynter struggled early on in the difficult conditions, and then had launch control issues on their Hyundai i20 WRC which saw the car stall on a couple of occasions, and they later retired from the event. Ross Brusby was pleased with his early tyre choice and was the early leaders of class B13 in his Ford Escort Mk 2 but was another who failed to finish.

Rhidian Daniels/Tomos Whittle also got off to a good start in their class Citroen C1 Max and were well on the class place, before a coil lead came loose on stage six costing the pair some time and dropping them down the class order. A determined effort over the final loop showed what could have been as they were pleased with their pace as they set some impressive times on the final tests as they pulled back to second in class B10 behind Belgian driver Molle.

After waiting for some time at the start of special stage two following an earlier competitor's accident, Mike Pugsley/Marc Clatworthy were surprised to be told they could start the stage as other crews had been re-routed to the next stage. Their choice of wet tyres would have been ideal earlier, but following the delay, the roads were drying out and they were forced to drive through puddles to prevent them from overheating. Changing to slick tyres for the remaining stages made things a lot better, and by taking care on the muddy sections they were happy with their progress. Their only issue on the last loop was getting held up by a car that had crashed, as they took another class B12 win in their Ford Escort Mk1 RS2000.

Adrian Drury/Cat Lund discovered the early stages to be slippery, and having fitted new brakes to their Peugeot 106 Gti found that they were braking far too early. Unfortunately previous gearbox problems continued on the event, and then they suffered two incidents on the third loop that saw rear damage to their car. Nonetheless, they managed to get the car to the finish, taking third in class behind Molle and Daniels.

Damian Cole (1st) said: "This is the first time I've driven the Fiesta WRC since the Mewla Rally last year, and it's much better now we've had the fifth injector removed. The first loop [of stages] was horrendous, I've never driven anything as slippery as stage three. It was much more enjoyable when we had grip, and I need more practice in taking cut on mud and grass."

John Stone (2nd) said: "I've really enjoyed the event, this being my first time in Belgium. I can't explain the cuts, but I seem to have been getting quicker and quicker all day, and the battle with Damian Cole has been good. I didn't know how much I would enjoy it, but I really did."

Darren Atkinson (3rd) said: "You wouldn't have believed it this morning, the tyres that we were on. To get to the end when so many haven't means we haven't done so bad. We've done some good stage times, and the cancelling of stage two helped us, as we probably would have gone off as we were running on slicks. We nursed it through the last three stages, though I've enjoyed myself despite suffering from a cold this week."

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

Round 5 of the Protyre Motorsport UK Asphalt Rally Championship is the Carryduff Forklift Down Rally on Saturday 20 July.



TXT from Chris Woodcock, Would you consider doing a rally in the forests? Which rally, what car and who with?

Well I've not been in the woods for over five years, so i thought why not!

So, the Argyll stages, based in Dunoon, Evo 9 with Alun Pearson from the North East. Week before the rally were chatting on the phone, and i ask what intercom system he uses, Pelter he replies, but ive got a problem with the jackplug, but it will be sorted. Thursday before the friday road trip up North, are we sorted, No ive not managed to get one! A quick post on the CDMC FB page, and Chonka comes to the rescue, Alun will pick his helmet up (Oooh er mis-sus) Friday morning.

All good to go, we (Me and Andrew) whos servicing for us, set off, 200 miles and a ferry crossing to Dunoon, weathers glorious, but thats not great as the midges attack us, scrutineering done and dusted, Alun wants the tracking done before the rally, so we set to before go to the pub, for a few beers and food, well it gets to 10.45 and i say, im off to bed, and Alun replies, are we not having a last pint? im thinking, a red wine or not? Bed it was to be HONEST-LY!!!

Saturday, 3 stages service, 1stage service, 3 stages service, i stage and finish, 43 miles in prime Scottish forests, a two mile run out to the town centre for a ceremonial start on the sea front, then on to the first stage.

This was Aluns first rally on the Numbers for pace notes, having only used descriptive notes before, so the aim was, get the first one out of the way then go from there! SS1&2 go okay top fifteen times, SS3 a faster stage and we move up a gear, theres cars off everywhere, the third chicane in and we carry too much speed in to it, and side swipe it, knocking the tracking out, we lose a minute and a half, down to 19th. In to service and Andrew and Alun get stuck in, a bent rack end, we have a spare, 22 minutes to change it and check the car out. were on our minute at service out. SS4 goes okay but the tracking is still slightly out, back to service and re-fuel this time, out to SS5/6/7 and a re run of this morning, Alun thinks we can get back in the top ten, SS5 no problem, good clean run, more cars off!! SS6 Alun is flying now, big cuts when he can, were both enjoying it, 6L 6R 6R 6L etc.this is quick stuff, another big cut, we smash the front N/S wheel and punture the N/S rear, weve only got one spare though, we pull over at a HPR, change the front, wait till the last car comes through, then drive out on the puncture. Bugger!!!

A disappointing end to the day, but thats rallying. What a cracking event, and the roads were superb, brilliant party atmosphere, and the amount of people waving to you on the road sections was amazing, would i do it again?

Mmmm, get rid of those midges, definitely.

Alun Pearson EVO 1V / Terry Martin : Clitheroe & DMC



Brown secures maiden British Rallycross podium at Pembrey

Toyo Tyres British Rallycross rookie Steve Brown secured his maiden BMW MINI Championship podium on Sunday, taking third place at Pembrey Race Circuit at the fourth round of the series in South Wales (22-23 June).

With the weekend double-header counting for rounds three and four of the series, Brown overcame a difficult Saturday to bounce back to a third place in the final the very next day, meaning he heads to the next round back at Lydden Hill in fifth place in the series and just two points behind fourth spot.

As an experienced rally driver, Rochdale based Brown made the full-time switch to the British Rallycross Championship in 2019 behind the wheel of a Bellerby RX BMW MINI. Contesting the ultra-competitive single make formula throughout the eight round series, Brown has impressed onlookers in his debut year, but having to learn racecraft and the circuits on each weekend, meaning he headed to South Wales in seventh place in the championship.

Pembrey offered two chances to score with Saturday's races counting as round three and Sunday's reverse circuit marking out round four. Lining up on the front row of the grid for the opening heat on Saturday meant the Rochdale driver would have the best possible chance of a good getaway and subsequently lay down some solid lap times.

Despite having to learn the circuit during the heats, Brown was on form straight away, winning his heat and scoring second fastest across both grids to kick off his account. The second heat was less successful, only managing fourth and line up on the second row for the final. Being towards the back hampered any progress up the field thanks to dust and Brown brought the Lohen, Swift GO, Fuchs Lubricants and 710 Oils backed MINI home in sixth.

A new approach was required on Sunday's fourth round and yet again Brown would need to learn the circuit thanks to the overnight changes. A much better feeling in the car boosted his confidence and fourth fastest in the opening heat of the day was a sign of things to come. That was bettered in the second and third heats meaning he would line up on the second row for the final.

Sunday's rain had made the surface tricky and the changes from gravel to asphalt would hold the key to a good result. Brown would need to call on all his stage rallying experience to guide him around the circuit and his skills came to the fore, launching himself into third to join teammate Drew Bellerby on the podium.

"I'm delighted to finally get my first podium in British Rallycross," said Brown.

"It's been a really steep learning curve this season and I've lost out quite a lot in the finals just really because of in-experience I think. Racecraft is so very important and judging when to push and when to manage your position takes some getting used to but that all came together today and it got me a great result. I think the rain helped as I'm no stranger to driving in that but hopefully this is the turning point in my championship. Huge thanks to the team and all my backers for their support and hopefully we can continue this run of form back at Lydden Hill next month."

Steve is sponsored by Lohen, Swift GO, 710 Oils, PIAA, Questmead, Mintex, Yokohama and Fuchs Lubricants.



Tony Lynch to miss Pembrey double-header

Wigan racer Tony Lynch will miss the latest rounds of the opb Motorsport Retro Rallycross Championship after taking the difficult decision to withdraw his entry for the upcoming event at Pembrey.

Having switched to the Retro series this season with a Toyota MR2, Tony and his Team Geriatric outfit have enjoyed a solid campaign to date with podium finishes at both Silverstone and Lydden Hill.

Since the second round of the campaign, Tony and the team have been hard at work on a number of upgrades to the car - all of which form part of a larger development programme geared towards challenging for the championship title next season. Those changes include a new, more powerful engine as well as a new gearbox and revised suspension to improve the handling of the car, which was previously used for stage rallying.

Unfortunately for the team, difficulties in acquiring some of the required parts for the MK1 MR2 - which dates back to 1985 - have resulted in delays in completing the work that was planned ahead of the Pembrey double-header.

As a result, Tony and the team will sit out the Welsh weekend to complete the upgrades ahead of a return to action in round five at Lydden Hill in August.

"The decision to miss Pembrey isn't one we have taken lightly, particularly with the event being a double-header," Tony said, "but we know it is the right decision to take in the circumstances.

"If we were looking to challenge for the title this year, we could have tried to get the car ready, but it would mean going straight into the weekend without any chance to test the new engine and other upgrades we have made. When you consider that this is a development year for us, that isn't a risk that is worth taking.

"It makes much more sense for us to complete the upgrades we are working on to a high standard, and make sure they are properly tested before we go out and race to avoid any potential problems.

"As a team, we love the thrill of competition so it will be tough to watch on from the sidelines, but we are confident that we'll be able to come out fighting when we return to action at Lydden Hill."



Thanks to Mike Newton, BMMC Vice President and former LMP2 Champion, we have arranged a visit to Tiga Race Cars, based in Antrobus, Cheshire.

Tiga Race Cars provides a range of services from parts and restoration of the Tiga Group C2 cars and Tiga cars from 1974 to 1989, and also providing a complete 'arrive and drive' package for the Masters Le Mans Legends Series

The visit will take place on **18th July 2019** starting at 1900hrs.

The number of visitors is limited to **10** people who must be current members of the **BMMC North West Region**.

Five lucky visitors will also have the opportunity to try out their 'skills' on the LMP2 Simulator. This is the one previously used by Sir Chris Hoy in training for his run in the ELMS LMP3 Championship.

Applications open with this email and close at 0900hrs Monday 24th June 2019. Full details and directions will be sent out in due course.

Please email your full name, membership number and mobile phone number, to Eric Ridler at NW.News@als.co.uk

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Lymm Truckstop

23rd June

A bright start to Sunday morning as I headed out to Lymm Truck Stop for the Boundless (CSMA) Autosolo, this year being held as a memorial to Graham Maxwell a truly inspirational gentleman who dedicated his time to promote and organise club motorsport in our part of the world. Arriving at Lymm the team had already set up the course and all that was left to do was assist John Harden to erect the Liverpool Motor Club banners, I thought one would look good attached to the side of the pallet mountain in the corner, which proved a good spot as we then used it as the marker for when it was safe to set the next car off on its way.

The weather forecast was promising biblical flooding later in the afternoon but for most of the day sun cream and wide brimmed hats were needed. I was joined under the timing awning by Brian Wragg and Rob Holt who were timekeeping at an Autosolo for the first time, they quickly realised how fast and furious an Autosolo is, with a constant relay of cars. Rob is actually an experienced timekeeper for swimming competitions so we thought that knowledge might come in handy once the forecast rain set in. With John and a steady supply of Drivers doing their stint at marshalling acting as our runners to get timecards to the Scribe we were set for the day.

The key to timing on an Autosolo is to concentrate on "your" car and block everything else out. You take the time card from the driver, ensure they are in the correct position on the start line and wait until the previous car has passed the "safe" marker, tell your driver when it is safe to start "in your own time" then press the start button on the clock as the front wheel crosses the start line, you then keep your eye on the car around the course, acknowledging the OK, Cone or Wrong Test signals from the marshalling points, before pressing the stop button as the front wheels of the car cross the finish line, you then pass the time to the "Scribe" and give the completed time card back to the driver, then it's across to the "start" side of the awning to take the card off your next car and start the process again. With 46 cars each completing 11 runs that's a lot of action to keep you busy!

The first run of the day was a bit hit and miss until drivers had worked out the route, although they were being well behaved and avoiding any cone clipping, that is until James Swallow in his rally prepped BMW got a tad enthusiastic and tried hoovering up a line of cones rather than passing to the left, I kept the clock running but he abandoned that run and reversed to the sanctity of the paddock. Once he got the hang of being on the "wrong" side of the car (he is normally resident in the navigator's seat) he gave us some entertaining action as he controlled the powerful German around the track.

Continued on page 38



boundless BY CSMA



Alec Tunbridge (Caterham 7) and Phil Clegg (Haynes kit car) gave us the usual fast but superbly controlled circuits, and Sam Self in his Nissan gave us his entertaining and loud drifts around the course. There were some very able youngsters too learning their trade, and teaching some of the not so young how it should be done too. Gary Sherriff in the Ford Fiesta was disappointed with his first run which took over 60 seconds so was keen to get under the minute, I obligingly timed his second run at 1-00-00. That was the first of 3 "one minute dead" times I recorded, must be my trigger finger's OCD.

As the afternoon wore on Andi Glass's Nissan started making some very strange noises which none of us could identify. Adrian Fruzynski was alternating between traction control on and traction control off to see what worked better, and of course out of the car Adrian made his usual fashion statement. Of course the mark of a good event is when even the slowest competitor finishes their run with a wide grin on their face, and whilst some drivers may not have won any prizes on the day, they certainly had heaps of fun. It was great to see Graham's daughters in the Mazda MX5, who truly did their dad proud with some good humoured yet competitive sibling rivalry.

We even managed to finish and head for home before the rain set in. A great day in honour of a great man. Thanks Graham, you were, and will be, missed by us all.

Seán Robertson

A local business was looking for office help. They put a sign in the window saying:
"HELP WANTED. Must be able to type, must be good with a computer and must be bilingual. We are an Equal Opportunity Employer."

A short time afterward, a dog trotted up to the window, saw the sign and went inside.

He looked at the receptionist and wagged his tail, then walked over to the sign, looked at it and whined.

Getting the idea, the receptionist got the office manager.

The office manager looked at the dog and was surprised, to say the least.

However, the dog looked determined, so he led him into the office.

Inside, the dog jumped up on the chair and stared at the manager.

The manager said, "I can't hire you. The sign says you have to be able to type. The dog jumped down, went to the typewriter and proceeded to type out a perfect letter.

He took out the page and trotted over to the manager and gave it to him, then jumped back on the chair.

The manager was stunned, but then told the dog, "The sign says you have to be good with a computer." The dog jumped down again and went to the computer. The dog proceeded to demonstrate his expertise with various programs and produced a sample spreadsheet and database and presented them to the manager.

By this time the manager was totally dumbfounded!

He looked at the dog and said, "I realize that you are a very intelligent dog and have some interesting abilities. However, I still can't give you the job." The dog jumped down and went to a copy of the sign and put his paw on the part about being an Equal Opportunity Employer.

The manager said, "Yes, but the sign also says that you have to be bilingual."

The dog looked at him straight in the face and said, "Meow."



23rd June 2019

Boundless by CSMA North West Motor Sport Group Graham Maxwell Celebration AutoSOLO.

In aid of



Work started for the event on Friday with all the event equipment being collected together and taken to the venue, Lymm Truck Stop. Two full trailer loads! Cones, gazebos, ropes, signs and barriers all to be set up on Saturday and returned to storage on Sunday night after the event. It is very important that we are on site between 1:30 and 3:30 on a Friday afternoon. This is to ensure that no HGVs park in the test area over the weekend. It would not be the first time we have had a 45-foot 'roundabout!' This weekend Chris Bennett Haulage had beaten us to the site leaving us with a paddock roundabout that all drivers would want to keep clear of! (see left hand side of the photograph).

On Saturday evening, the Maxwell family and motorsport friends gathered for a meal at the Kilton Inn, very close to the Lymm Truck stop. This was to celebrate the Boundless by CSMA North West Motorsport Group 2018 volunteer of the year award. Graham Maxwell was recognised as someone from within our Club who absolutely personified what is so great about volunteering for Boundless by CSMA.

Whether he was organising one of the many Autosolo events at Lymm Truck stop or arranging the various visits and marshalling opportunities for Boundless members to enjoy, Graham Maxwell was an inspiration to us all. Anyone who was lucky enough to know Graham would no doubt tell you of his cheeky sense of humour, possibly typified in this photo - as Graham tried to 'borrow' one of the exhibits on a recent visit to Prodrive. However, I am also sure they would speak of Graham's infectious enthusiasm and commitment to providing such superbly organised events – his energy and vigour seemed to know no bounds.

Sadly, Graham lost his fight with cancer last year, and is now someone we can only remember and be eternally grateful for his huge contribution to the club. Graham's passing was a massive loss to his family and all those that knew him. He is very sadly missed.

Steve Johnson, presents the 2018 Volunteer of the Year Award to Graham's family.

L-R Joanne Maxwell, Fiona Van Hay, Rita Maxwell, Steve Johnson



The AutoSOLO event was won by Alex Tunbridge in a Caterham 7.



Lauren Crook in a Saab 93 first in class



Continued on page 40

Graham Maxwell AutoSOLO **Continued from page 39**

The judging panel were unanimous in their decision to mark the great work Graham undertook for Boundless by CSMA.

Sunday arrived and first car was away at 9:30. A very good entry with 45 cars in total including 3 drivers in the Production Car Autotest all under 17 years of age! The cars ranged from sports cars to every day shopping cars all taxed and tested. BMW Mini's and even a Classic Mini, several Nissan Micra's and Mazda MX5's, many costing under £1,000, driven by one, two or even three drivers. Some drivers were older than the first classic Mini and one driver as young as 14 on the event. Joanne, Fiona and her husband Toby all competed on the event in a car Toby had bought that week! I hope that we will see them out on more events in the future.

Comments on the day by some marshals;

Liverpool Motor Club What a superb day - close competition in the 45 entries, some amazing young talent setting highly competitive times, brilliant atmosphere and great weather. We couldn't have hoped for a more fitting way to honour the memory of Graham Maxwell who brought AutoSolos to Lymm Services all those years ago. His daughters took part too and despite having been out of the sport for a few years, were soon back into the swing of things. Thanks everyone for a great day.

Brian L Wragg What a fantastic day I have just had. Timekeeper marshalling at Lymm Truck Stop with Boundless car club (the old CSMA) If you have not done it, try it. Any driver old or young with any car that is road legal. It's a time trial on a hard circuit round a set route of cones. Extremely enjoyable and a good introduction to rallying. Honestly it is a must do.

The drive of the day must go to 16-year-old James Robinson, first overall in the PCA. An average time on tests of 58.6 with a maximum 59.7 and lowest 58.2 shows just how skilled a driver he has become. Had he have been in the AutoSOLO event he would have been second in class and fifth overall out of 41 finishers!

The event has now raised over £800 for Kidney Cancer UK, the family's chosen charity, in memory of Graham.

Steve Johnson
CSMA NW MSG.



boundless BY CSMA

23rd June 2019

Boundless by CSMA North West Motor Sport Group
Graham Maxwell Celebration AutoSOLO.

In aid of



Motor Sport Fix

When we arrived, the cones were already set up for the day and there were barely any cars there. We finished getting the mini ready to run and when we turned back around, there was a massive turn out.

Many interesting cars such as 300bhp drift car and a rally BMW joined the Micras and Mx5s. So, our little mini really needed to step up.

My dad had a score to settle as last time the mini broke down and he didn't get to finish the event. With all the adrenaline pumping I managed to take eight seconds off my first run by the end of the day. I also managed to hit the obligatory cone, although this time the cone barely even

moved, unlike last time but we won't mention that. Though it didn't matter much in the end as I still came second in class and won a trophy. Not that I'm a trophy hunter or anything! In the end it doesn't really matter about the times as long as you enjoyed it, which is without a doubt what everybody does.

My dad was very pleased at the end of the day because unlike the drifters, I managed to save on tyre wear by only using three wheels in the fast corners and even better he said following the drift and rally cars round meant we had more rubber on the tyres than when we started.

Thanks to all the marshals who kept the event running especially when it started raining just as they moved the time keeping marquee. All in all, it was a great event and I can't wait to go back again. Thanks to all those involved.



Jess Crawly : Warrington DMC & U17MC

Gemini Communications



7th July

Greystoke Stages

Greystoke

West Cumbria & Eden Valley

August 18th

Gareth Hall

Trawsfynydd

Bala & DMC

2nd November

Neil Howard

Oulton Park

Bolton-le-Moors CC

17 November

Cadwell Stages

Cadwell Park

North Humberside MC

23 / 24th November

Glyn Memorial

Anglesey

C&A MC

23rd November

Hall Trophy

Blyton

Clitheroe & DMC

1 - 6 October

Wales Rally GB

North Wales

I.M.S.



1st October

Recce 1

2nd October

Recce 2

3rd October

Shakedown

4th October

1st Day of Stages

5th October

2nd Day of Stages

6th October

Final Day Stages

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

O/A	Call Sign	Operator	Score
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 either 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

08:08 - 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

07:24 - 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 Co-ordinator

Mob 0044 7973 830 705

w.wilmer@btinternet.com

Register on RST at Rallystageteam.co.uk



The Shaw Trophy Targa Rally Sunday 9th June 2019

High house farm brewery near Matfen hosted the start of my first Shaw trophy targa rally. I was fortunate to be sat alongside Graeme Cornthwaite in his 'banana crate'.

Graeme is a very experienced test driver and I felt confident we could do well, if we could start! Thankfully, the car worked well all day and apart from a bound on rear brake after test 7, gave us no concerns. The Sunday morning start for the Shaw was bright, sunny and dry and we all gathered for coffee, scrutineering, general rally based chat and after a pleasant couple of hours waiting in the sunshine, car 1 set off. Sadly, the preceding wet days saw test 1 cancelled due to the wet grass and the worry of cars getting stuck.

Some lovely local roads were used as transport sections between the 16 tests that did run and the easy to follow route instructions made for stress free navigation. The first tests were on damp grass, which did not suit the mini and was reflected in our times. However we got the required code boards, avoided the cones and went the right way. By far our favourite test was test 6/11 at Egger on the tarmac. Marshalled by some friendly Hexham members, our first run round saw us take fastest test honours at a speedy 1:41. Graemes massive grin confirmed it had been a good test for him also.

Test 7 in Howford Quarry was not the dust bath I had been warned about, but this year was rather a muddier affair which saw the mini turn a splattered brown and made viewing out the windscreen tricky. Tests 8/9/10 at Dere street were reached by a pleasant drive through Wall and onto the A68. Sadly these tests were also on grass and the starting marshals advice of 'drive it as though you're not on a rally' was good advice. We struggled on these 3 and wondered if they would run again the afternoon or not. I can imagine they would have been great fun if dry.

After lunch in Hexham and the chance to top up on petrol and wash the muddy door handles, we set off again to egger. Again we were fastest on this test, with Graeme beating the bogey at 1:35. Then after another muddy run through Howford, we were back at Dere street and we were happy to see it was still running. It was amazing how much it had dried out and we were 5 seconds quicker second time around. After Dere street, we headed off to do a regularity section around the edges of Matfen. This had been provided by the organisers to allow for competitors to practice a regularity section and to be the decider in the case of a tie break but would not count in the overall results.

A simple route allowed me to focus on the regularity element without the fear of getting lost. Having messed up with my stop watch at both the start and again after IRTC1, I was amazed to have gotten only a 9 second penalty and been joint 3rd best on the timings. The best on regularity with a 5 second penalty was unsurprisingly ace navigator, Ali Procter (Husband).

Tests 16 and 17 were all that remained of the day, as test 18 was cancelled as it hadn't dried out enough after the morning and then it was time to head back to the brewery to sample some beer, eat a hearty meal, chat about the day and talk some more rally based nonsense. The results were quick to be produced and I was surprised and very pleased to see myself and Graeme had won class honours and finished a respectable 7th o/a. Congratulations to the overall winners Simon Jennings and Colin Fish. Thank you very much to Whickham motor club for providing a well organised, friendly and fun event and as ever a big thanks to the marshals for giving up their time to turn out and allow us to enjoy ourselves. I really hope to be able to do the event again next year. Looking ahead, my next planned event is the Northern Dales classic on 14th July and the chance to practice more tests.



Photos Courtesy of Tony North

The Shaw Trophy Targa Rally Sunday 9th June 2019

The diminutive Peugeot 106 of Simon Jennings/ Colin Fish took a narrow win on the Shaw Trophy Rally, they came home with a 9 second advantage over Chris Dodds/ Ali Procter while third spot for the Suzuki Ignis of Jack Morton/ Tara Huntsman made it a podium clean sweep for Hexham & DMC members, made all the sweeter as Graham Cornthwaite/ Lynsey Procter took their Mini Cooper to victory in the Historic Section, heading a trio of Hexham & DMC on an event which attracted a rather thin entry, just 26 cars starting on the event which mixed short, farm land sections with a couple of factory road tests and a Navigation section and a tie deciding regularity thrown in for good measure. The Mini crew had to work hard for their category win as they were pushed all day, initially by the Fiesta MK1 of Dave Garstang/ Matty Alexander and the nicely turned out Escort MK1 of Dave Marsden / Mike Garstang.

The Shaw Trophy's Clerk of the Course had based his route very much on grass surfaced tests so he must have been filled with trepidation when the weather turned extremely wet, and, although the day of the event was pleasant and sunny, the preceding two



Photos Courtesy of Tony North

days of incessant rain had done nothing to improve the test surfaces. Based, as usual, at the High House Brewery the day got off to a bad start with the opening test being inaccessible due to the soft ground, the following three were all grass track affairs and saw Rose/ Hall in a flamboyantly driven BMW quickest whilst, among the Historic crews, and Garstang / Alexander vied with Cornthwaite/ Procter for quickest on each one with the nearest challenge coming from the pristine Escort MK2 of Pearson/ Stairs. The fast test along the rear access road to the giant Egger chipboard factory gave the crews their first really solid surface and Cornthwaite/ Procter took full advantage of the "Terra Ferma", scorching round well clear of the field. This test saw the demise of the Cook/ Blyth Austin Healey Sprite which retired with a split fuel pipe.

The Howford Quarry test featured one and a half laps round lots of loose gravel, the Mazda MX5 of Gina Walker took the honours here while James Hastings/ Sophie Wickham (Proton) spoiled a good run with a wrong test. Amongst the Historics, Garstang/ Alexander were quickest through the puddles while Pearson/ Stairs spoiled a promising run with a wrong test. A navigation section took crews up the Roman Dere Street to 3 tests at Bingfield South Farm, the tests having been carefully mown out of a meadow field. The Subaru of Joe Harwood/ Dave Lumsden got plenty of traction here and was quickest on two of them, the other one seeing Dodds/ Procter quickest. Of the Historic runners, The first one saw Garstang/ Alexander share quickest time with the nice Mk1 Lotus Cortina of Curry/ Murray, they were again joint quickest on the next one with the Bradley/ Marsland Golf MK1 before being outright quickest on the third one.

A lunch halt in Hexham preceded the second visit to the Egger site where Cornthwaite/ Procter again shone, quickest of the whole field, only Simon Jennings/ Colin Fish (Peugeot 106) and Marsden/ Garstang getting anywhere near their time. The navigation section followed but penalties were extremely light and it didn't really have any bearing on the results. This took the crews back to Howford Quarry and a repeat of the mornings test, it was a repeat also for Gina Walker/ Ali Wilson, the ladies charging round to set another fastest time. Quickest Historic time was shared by Garstang/ Alexander and Pearson / Stairs while the giant Chevrolet Coupe of Cook/ Morson went a different direction to everyone else !!

Back up Dere Street to Bingfield and another three tests which saw the times marginally quicker than the morning runs, the ground obviously drying out somewhat. The honours were shared here, Morton and Harwood equal quickest on the first one, Chris Dodds taking the second and the third one saw the Foran/ Bailey Mitsubishi Colt set the pace. The event's regularity, which strangely didn't count in the results, followed and while Dodds/ (Mr) Procter set the standard, dropping a mere 5 seconds and Cornthwaite/ (Mrs) Procter and Marsden/ Garstang also dropping a mere 9 seconds, Curry/ Murray went on a wide detour, losing a massive 16 minutes !. The final test, a farm track affair at Rudchester, saw Simon Jennings/ Colin Fish quickest, they had been quick, neat and tidy all day and this last test sealed a fine win for the Peugeot pair, Cornthwaite/ Procter sign off with yet another best Historic time to seal their victory in that category, a great result especially as the navigator is in her first full season of competition.

Ed Graham : Hexham & DMC

The Shaw Trophy Targa Rally Sunday 9th June 2019

Whickham & DMC attracted an entry of 27 cars to their targa rally at the beginning of June. Seeded at 1 were the Chris Dodds and Ali Proctor in a Proton Satria followed by Andrew Roughead/Kevin Cousins in a BMW Mini and a Simon Jennings/Colin Fish in a Peugeot 106. The first of the historic crews were David Marsden/Mike Garstang in a Mk1 Escort 2.0 followed by Graeme Cornthwaite and Lynsey Proctor in a Mini 1275.

Competitors essentially completed one loop of tests in the morning and then after a lunch break completed the same loop again with the addition of a regularity section in the afternoon. The entry list included a wide range of cars including a few names from the past: Bob Cook/Geoff Morson

(Chevrolet Coupe- "80s – Rover SD1"), Tom Pearson/Jim Stairs (RS2000- "80s – RS1800"), Rob Dennis/Ron Roughead (BMW – "00s – Impreza"), Gordon Currie/Alastair Murray (Lotus Cortina – "70s - Escort TC + lots of others!"), Ian Peake/Chris Thirling (Saab 96 – "80s – Saab 96"), Gordon Craigs/Ian Graham (MGB – "70s –MG Midget"). They were met by an equally elderly bunch of marshals many of whom must be fully paid up members of the "OAP bus pass brigade". Experienced would perhaps a better description.

There were of course a few youngsters: James Hastings/Sophie Wickham (Proton), David Garstang/David Alexander (Mk1 Fiesta), Jack Morton/Tara Huntsman (Suzuki Ignis) and Gina Walker/Allana Wilson (MX5) and one or two "newbies".

From the start at the Hadrian Brewery crews tackled three farm track tests and on the first the "drifting BMW" of William Rose/Eildon Hall stopped the clocks on 1.35 three up on Jennings/Fish with Dodds/Proctor in third. The second saw Rose/Hall ties with Jennings/Fish and Dodds/Proctor again in third. The third saw Rose/Hall again in the top spot on 1.12 with Morton/Huntsman and Walker/ Wilson tie on 1.16 and at the next test at Egger which is more of a power blast Pedley/Pedley tied with Roughead/Cousins. The action then moved on to Howford Quarry near Acomb and Walker/Wilson were quickest on 2.47 from Roughead/Cousins on 2.51.

Crews then headed north up the A68 where we were marshalling on one of three excellent grassy tests at the former pheasantry. These did dry out considerably as the morning wore on but it wasn't surprising that Harwood/Lumsden were quickest on the first and third tests in their 4WD Subaru with Dodds/Proctor taking the honours on the second test. The landowner had very kindly mowed the course out of his field and it wasn't a question of getting a wrong test, more a question of finding the traction to get a good time.



Continued on Page 48

Shaw Trophy Continued from Page 55

After the lunch halt it was back to Egger where Cornthwaite/Proctor were quickest and then on to Howford Quarry where Walker/Wilson were again quickest. This brought crews back to us at the pheasantry where Morton/Huntsman were joint quickest on the first with Harwood/Lumsden, Dods/Proctor took the second and the Colt of John-Paul Foran/Joshua Bailey took the third.

All that remained was the short regularity and the final test at Rudchester. Not surprisingly Dodds/Proctor dropped only 5 seconds but with Cornthwaite/"Mrs" Proctor and Marsden/Garstang on 9 and Garstang Jnr/Alexander on 11. The final test, a quick blast round Rudchester, saw Jennings/Fish mark a very consistent run with fastest time and seal their win in a car which reputedly cost only £ 500 !

Whickham had put on a slick event which had proved a challenging day out for all with a great variety of tests on different surfaces which was a great leveller at the end of the day.

Results:

1 st	Simon Jennings / Colin Fish	Peugeot 106	18.50
2 nd	Chris Dodds/ Ali Proctor	Proton Satria	18.59
3 rd	Jack Morton/Tara Huntsman	Suzuki	19.21
4 th	Gina Walker/ Allana Wilson	MX5	19.31
5 th	David Pedley/Grace Pedley	MX5	19.47
6 th	Andrew Roughead/Kevin Cousins	BMW Mini	19.49
7 th	Graeme Cornthwaite/Lynsey Proctor	Mini Cooper	19.52
8 th	Joe Harwood/David Lumsden	Subaru	20.04
9 th	Quentin James/Tom Howe	CitroenC2	20.15
10 th	David Garstang/ Matthew Alexander	Ford Fiesta	20.56

Stuart Bankier : Berwick & DMC



Royal Air Force launches exciting new World Rally Championship venture with co-driver Hall



British rally co-driver Phil Hall has united with the Royal Air Force Reserves for the remainder of his 2019 Junior World Rally Championship (JWRC) campaign with a unique venture which will launch at the forthcoming Rally Italia Sardegna (13-16 June).

A collaboration will see RAF Reservists experience life in one of the most demanding motorsport championships on the planet, whilst Phil and his colleagues from the World Championship will be put through their paces by a series of challenges set by the RAF.

RAF Reservists from a range of trades will travel to Rally Sardinia, Rally Finland, and the JWRC finale at Wales Rally GB, visiting Hall and the M-Sport rally team who are responsible for running the Ford Fiesta MK8 R2T's in the series. They will delve inside life in the WRC, meeting team members, observing the dedication required and gain a full understanding of the roles that are needed to compete at the pinnacle of the sport.

In between each event, Hall and the team will have a number of exciting opportunities to mirror the Reservists experience and sample life in the RAF, obtaining a taste of the different trades that are available to the Reserves.

Hall, 30 from Mansfield near Nottingham is often regarded as one of the leading new-generation British co-drivers, and in 2019 has embarked upon his fourth full season in the World Rally Championship after making his WRC event debut at Rally Australia in 2015. Returning to contest the JWRC for a second year in succession, Hall and driver Tom Williams have enjoyed an impressive start to the season, currently lying sixth overall in the championship.

Previously a full-time serviceman, Hall left the RAF in 2015 to pursue a full-time professional rallying career but returned as a Reservist in 2017 and was once again able to wear the iconic RAF livery that launched his career.

He is delighted to be embarking on a new initiative with the Royal Air Force within the sport of rallying and believes there are many symmetries between the two.

"This new project between myself and the RAF is a very exciting time and will give my Reservist colleagues a great insight into just what is required to be a successful rally team at this level. I think there will be some aspects that they won't expect; but teamwork, dedication and a never give up attitude will be very familiar to them.

I really can't wait to get stuck into the other side of the venture and the challenges they are going to set for me. Although I'm not quite sure what they have lined up yet, it's sure to be an interesting encounter."

Hall is indebted to the service for their support.

"Without the Royal Air Force, I would not be in the incredible position I am today competing at the top level of rallying. They gave me the opportunity and support to really progress. As an organisation, the RAF promotes sport at all levels and it's great to be a part of that."

Royal Air Force Reserves serve alongside Regulars in the UK and overseas. They are able to balance their own careers and home life, alongside the challenge and adventure of being part of the RAF.

Squadron Leader Simon Briggs, who has been coordinating the project is eager to launch his team into the venture.

"The Royal Air Force Reserves are pleased to announce this exciting venture with Phil Hall throughout 2019," he says.

"Many people probably don't know that in Phil's spare time, he's an RAF Reservist and in fact, the RAF Reserves and a rally team share a similar outlook; both train hard, deploying to locations worldwide, working as a team to succeed in arduous conditions.

Over the coming months, Phil will be undertaking several challenges with some of our squadrons, joining them to provide an insight into the roles, opportunities and lifestyle. Conversely, we'll be sending some of our Reservists to join him and his rally team; to find out how they deal with the pressure of operating at the highest levels.

Can they cut it in the rallying world? Will Phil and the team cut it in RAF Reserves? We look forward to finding out over the coming year."

Rally Italia Sardegna will see Hall tackle over 300km of arduous special stages across the rough and dusty Sardinian mountains. Eleven crews in the Junior WRC will battle for top honours, all behind the wheel of identical M-Sport Ford Fiesta MK8 R2T's.



Photos courtesy of M-Sport/JWRC

In the June edition of Spotlight there was a report by Ed Graham about a Hexham 12 car. A couple of days after publication Ed emailed me and asked why I had not used his article. I protested that I had used it. He then checked what he had sent me and discovered that he had sent me the same report that had also been sent as a press release to Motorsport News instead of the more detailed report that he had written for Spotlight. Ed has not sent me the correct version so I am unable to tell you everything that went on. Its probably better that we don't know.

First outing of the month for me is the Liverpool MC / Kirkby Lonsdale MCs Barbon Hill Climb.

Last year the event benefitted from brilliant weather and the ice cream van had a queue longer than the one over the Thelwall viaduct on a Friday evening . This year the ice cream van must have struggled to find any takers. The weather was dismal, the sky overcast and the rain was persistently persisting. It was that bad that the organisers took the view that it would be unfair to charge spectators.

I doubt that that drew any more spectators in but it was the right decision even if it didnt help swell the clubs coffers

I eventually dried out in time for the G&PMCs Memorial Rally on the next week end. G&PMC had a new clerk of course - Mark Standen - in charge of things and so there were plenty of changes including the start and finish venue (the Red Well). I was sitting alongside Steve Flynn in the immaculate bright yellow MG 1400.

The route was a major change from previous years and as well as using some roads that had not been used for a very long time ventured a lot further north and didn't use the usual Trough, Lythe or Gisburn Forest. We (Steve & I) didn't get to sample it all because early on in the route we hit Kitt Brow ford a little too quick and drowned out (Hydrauliced the engine). Glynn Sterling and Denis Quinn were on hand to push me out yet again (that's 3 times now that Denis has pushed me out of Kitt Brow on rallies)

The reports that I have heard are all positive with only the odd niggle (mainly about the odd code board). Well done Mark and his little band of helpers.

Next up was the following Saturday on Pendle & DMCs Dales Summer Tour sat in with Malc Graham in his MGTF.

Pendles Summer Tour was a nice little Jaunt around the lanes. The weather was kind for most of the day - the odd cloud making an appearance. The morning run was over towards Cowling. We were running as car 1. Andy Stanworth / Alan Ridehalgh were car 2 in Andys very nice Mini. Andy caught us up at Cowling Hairpin and then disappeared. It turns out that the mini developed a nasty misfire so they took it back to the garage and picked up Andys Porche. They did the rest of the event in the Porche but missed several code boards and about 20 miles of the route. Very enjoyable and thanks to Rod Brereton and Charlie Woodward for putting it all together . Best bits - having the crack and laughs with a lot from back in the day. Right at the end we missed 2 Codeboards - probably too busy chattering and not concentrating.

Grumpy Old Git

Still Wittering On & On & On



Us drowning out at Kitt Brow



Photo courtesy of Glynn Sterling



I've struggled hard to find some good news to report this month but I think I have to admit I've failed. However there is so much bad news, some of it very bad, it's hard to pick which bits to squeeze in and which to leave out!

Ford To Close South Wales Engine Plant

It's now been announced that Ford will close its engine plant at Bridgend by next September with the loss of 1700 jobs there plus thousands more in the supply chain. Ford had previously announced that 1100 jobs would go, now they've moved to total closure. Ford of Europe remains in deep trouble and I'd expect more bad news from them later in the year. A further reduction in the UK dealer network seems inevitable to me. Also on the cards, particularly if we end up with a no deal Brexit, is the closure of the Dagenham engine plant with production moving to low cost Mexico, and up to 6000 production, development engineering, and management jobs in Essex and Liverpool.

New Emissions Scandal Brewing?

The new WLTP regulations that came into force in September last year were supposed to ensure that the emissions and fuel consumption figures manufacturers supplied were accurate. Now independent analysts have produced a report confirming that overall data for diesel cars is correct BUT the same doesn't apply to petrol models! The report suggests that the actual average emissions of petrol engine cars sold in the EU is 185g/km compared to the reported figure of 151 g/km. The reason they say is that the manufacturers have found ways of "optimising" the results produced from WLTP tests on petrols. So in other less polite words they're cheating again?

Industry figures have furiously denied the claims but there seems at least a risk of "Petrolgate" arriving just after the Dieselgate scandal has subsided?

On/Off Fiat Chrysler/Renault Merger

At the end of last month it was announced that Renault and Fiat Chrysler were in talks about a merger that would create a £28 Billion company that would produce almost 9 million cars a year making it the third biggest in the world behind VW Group and Toyota. As I wrote a few months ago mergers of one sort or another are very much flavour of the month as manufacturers struggle to cope with the vast investments required in electric and self driving vehicles, and the slowdown in demand for new cars in most parts of the World, China in particular.

The proposal came from Fiat Chrysler and Renault initially seemed warm to the idea. However only a week later Renault "postponed" the discussions. Fiat no doubt saw an opportunity because the Renault/Nissan alliance is under strain over the Carlos Ghosn affair (see below). However Nissan still own a significant shareholding in Renault and have two directors on the board there. These two have refused to closely study this proposal. The French government is the largest single shareholder and is reportedly not happy about what they see as the possibility of Renault falling into Italian hands. Renault's boss has tried to arrange a meeting with President Macron to win over his support, a request which M. Macron firmly rejected. Rumour has it that the French government will give the deal its blessing if Nissan confirm their firm support. Nissan remain silent.....

However as stated mergers between manufacturers seem inevitable so I wouldn't be surprised to see these two talking again very soon.

Renault To Sue Carlos Ghosn

When former Renault/Nissan boss Carlos Ghosn was first arrested in Japan late last year the French end was very supportive of him. However the whole affair obviously raised suspicions and some intensive audit work has been carried out by Renault. The result is that they have filed a criminal complaint over around £10 Million of expenses that Renault believes were wrongly charged to the company. These include the private use of company jets, the purchase of several villas, the payment of over £500,000 to a lawyer for what Renault thinks was personal advice and so on. Certainly a lot of lawyers now in both Japan and France will be licking their lips!

US Threatens 25% Import Tariff On Cars Imported From Europe & Japan

The Donald's latest trade war seems to be directed at the motor industry outside of the US. Citing "National Security Concerns" proposals were tabled to impose a tariff of 25% on cars imported into the US from the EU and Japan. After discussions the US have agreed to postpone the introduction of the tariffs until November while talks continue.

Most of the exports from Europe to the US come from Germany, and BMW, VW/Audi, and Mercedes must be terrified by this possibility, as if they didn't have enough to worry about currently. Jaguar Land Rover would be very hard hit as well, except for the fact that by November we may well not be part of the EU? Then it will be down to the Donald to decide whether the tariff still applied or wouldn't as part of the wonderful trade deal he's promised us on his recent visit. For JLR, already reeling under massive losses this could be a near fatal blow.

Tesla

Well if there's bad news flying about no surprise that some of it involves Tesla. Firstly it was announced that after "a number" of seemingly spontaneous fires involving Teslas the manufacturer has issued updates to the battery software on all cars in use. Fires involving electric cars are much more intense and difficult to extinguish. One Tesla burst into flames while parked at a shopping centre in Shanghai. It took 15 fire engines over an hour to get the situation under control. In March of last year another Tesla caught fire after a crash on a motorway in California. The road had to be closed for five hours while the fire crews battled the blaze, calling in Tesla engineers for specialist advice.

Recently some very well respected US financial analysts have started to question the company's financial future. Top investment bank Morgan Stanley warned that the share price could fall by 95% from 200 dollars to 10 dollars if all the problems facing the company came to a head. Their report cited disappointing demand for the new smaller Model 3 car, "massive" debts, rapid turnover in senior executives and so on while criticising founder Elon Musk for getting involved with robo taxis and space travel instead of being entirely focused on Tesla.

Another analyst was perhaps even more pessimistic saying that when you strip out a one off bonus from the sale of emissions credits to Fiat then in the first quarter of 2019 Tesla suffered "the largest margin decline in its history". They are having to discount Model 3 cars in the US to sell them, and are now probably losing money on every one.

Worst of all the rest of the industry is catching up rapidly. Between the middle of last year and the end of this more than 20 new model electric cars will hit the roads from major manufacturers. Manufacturers with more credibility than Tesla, with established dealer networks and customer bases. And as a senior GM executive recently commented "Building cars in volume to high quality at minimum cost is a very difficult process. We've been doing it for over 100 years and we're pretty good at it now. Tesla are finding out just how difficult it is."

New South Wales Motorway Plan Abandoned

Last month I commented on how although motorists continue to face an enormous tax burden new and improved road programmes are being delayed and even cancelled completely. The latest is the M4 relief road in south Wales. The Welsh Government announced that the £1.4 billion cosy simply couldn't be afforded currently even though a public enquiry which cost £44 Million had concluded the scheme offered value for money and would have brought economic benefits to the region.

Electric Scooters Terrorise Paris

Electric scooters are a great way to get around a congested city and are particularly popular in France. Last year almost 250,000 of these were sold to French customers, more than double to previous year, and sales are up further so far this year. In Paris there's a rental fleet of over 25,000 scooters to add to the ones privately owned. In the UK it's currently an offence to ride an electric scooter on the road – so you have to ride them on the pavement endangering pedestrians. Changes to this law are being considered but will have to wait for more pressing Parliamentary business to be concluded. In Paris it seems people ride them on roads AND pavements. In 2017 almost 300 Parisians were injured and 5 killed in E scooter accidents, and its thought the situation is worsening. Of course some owners will as ever seek to improve the performance of the vehicle. Many of the E scooters on sale can reach 37mph as standard, one was recently filmed at 53mph on a Paris motorway!

The French are planning laws to ban riding them on pavements and restrict them to bicycle lanes with a speed limit of 15mph. Fines of 135 Euros for riding on the pavement and up to 1500 Euros for exceeding the speed limit are planned.

Continued on Page 53

Pendragon Woes Continue

In May I wrote about the problems facing Pendragon PLC, the UK's largest car dealer. A couple of days ago the Company released the results of a full review of the business carried out under their new boss. Results are worse than expected and the share price immediately dived by 20% as a result. That's on top of a drop of 50% since 2016! Biggest problem is the chain of used car supermarkets trading under the Car Store brand which were the key point of the previous Chief Exec's strategy for the business. These managed to lose £11.9M last year but this loss is forecast to rise to "over £25m" this year, which will mean the company as a whole has no chance of showing a profit in 2019. The Director in charge of the Car stores remains on gardening leave, presumably while a package for his departure is agreed? Pendragon have postponed release of their half year results to end September, seven weeks later than usual and just about as late as stock exchange rules permit. Nobody expects them to contain anything except more bad news.

Shortage of Vital minerals Threatens Electric Car Growth

Electric cars need batteries. To manufacture these you need several minerals, the rarest being cobalt. To meet the Government's targets batteries required for UK cars alone will demand almost as much cobalt as the whole of European industry currently consumes. Worldwide total cobalt production will need to triple within 20-25 years.

More than 60% of the World's cobalt comes from the "Democratic" Republic of the Congo where production is controlled by Chinese traders. So if there is a shortage no doubt where the mineral supply will go. Researchers have basically said that unless new sources can be discovered hopefully in more stable and friendlier countries the whole electric car targets will be just impossible to achieve.

SOME GOOD NEWS AT LAST

After a lot of digging I've managed to dredge some up!

Bright Future at VW

I've just read a fascinating interview with VW Group Boss Herbert Diess. His time in charge didn't get off to a good start, two weeks after he joined from BMW the diesel emissions scandal broke! Weiss and his team at that point decided that much more resource had to be immediately invested in electric car development, and the fruits of this we'll begin to see when the first of VW's new electric cars hits the markets. His predictions of electric car growth are more measured and to me sensible than many. Whilst admitting increase or decrease in government grants can have "dramatic" effects one way or the other VW expect that by 2021 5-6% of new cars sold in Europe will be pure electric. This will rise to 20% by 2025 and around one third by 2030. To add more balance than many Herr Weiss points out "that means by 2030 two thirds of new cars sold in Europe will still have internal combustion engines". Whilst that means VW will be closing engine plants they will at the same time be opening battery factories.

And on petrol/diesel VW's boss doesn't see diesel dying anytime soon, saying diesel is still the best alternative for bigger cars that travel long distances at relatively high speeds. He also adds that diesels are the cleanest, most economical and best for CO2.

Great to read such reasoned and careful views from one of the top guys in the industry. And he drives one of his selection of British classic cars most weekends!

Jaguar Land Rover & BMW Partner to Develop Autonomous & Electric Cars

Further proof that no manufacturer can afford to develop these new products alone came with the announcement last week that these two will be working together. Items covered are "the research and development, engineering, and procurement necessary to manage the transition towards a future of autonomous, connected, electric shared mobility vehicles. In other words – the lot!

BMW brought electric cars to the market well before JLR but Jaguar's i-Pace has been widely acclaimed as the best electric car available just now. So both have a lot to bring to this particular party, I can't see any bad news in this deal at all.

No More Wheel Changing

Michelin and GM recently announced the prototype of an airless tyre made from a form of fibreglass and aluminium and is expected to be available for public use in under 5 years. The “tyre” is designed to be much tougher than current rubber products so avoiding dangerous blow outs. It also features reduced friction improving fuel economy. Because these tyres will be much longer lasting they are also expected to be cheaper in the long run.

There should be environmental benefits to. Around 200 million tyres are scrapped early every year worldwide as a result of punctures, under or over inflation and things like pothole damage. Last year defective or underinflated tyres were involved in 472 road accidents in the UK, 115 of these were serious and 14 fatal.

The timing is perhaps good. Only last week an environmental group demanded action to reduce the amount of rubber particles entering the atmosphere from vehicle tyres.

TWO Items of Good News From Aston Martin

It's been no pleasure to report the bad financial news from Aston in recent months, so doubly pleasing to mention more positive announcements.

First Their new plant in St Athan South Wales has been officially opened. It currently employs 200 people and another 550 will be recruited and trained in the coming months. The factory is to build Aston's new DBX SUV and pre-production cars are already rolling off the lines. While not everyone will like the idea of an Aston Martin SUV I think it looks fabulous, far better than the results of Rolls-Royce and Bentley competing to build the ugliest SUV possible.

The St Athan factory will also be Aston Martin Lagonda's “Home of Electrification” and all the new Lagondas to be launched shortly will be built there.

Second bit of good news is that within hours of the FIA announcing that the World Endurance Championship would feature a new “Hyper Sport” category from 2020 Aston announced that they would be part of it. They will run a minimum of two of their Valkyrie hypercars and the intention is no less than to repeat their 1959 Le Mans victory. The programme is for at least “two to three years”. Adrian Newey was very involved in the aerodynamics of the Valkyrie road cars and he and Red Bull Advanced Technologies will be involved in the development of the race cars also.

What Car Reports On New Car Discounts

And they're WRONG! WC (apt title?) recently reported that new car discounts were increasing as demand weakened. They say the average discount is 7.9% off retail and Citroen offer the biggest discounts at 12.8% with VW and SEAT close behind at around 11%.

This information is so inaccurate as to be amusing if it wasn't for the fact that some people rely on this advice when spending their hard earned cash. Our customers would simply laugh at us if we offered the sort of discounts WC suggest are the best available. For many manufacturers the truth is figures at least double those quoted. For commercial vehicles particularly larger vans we're not that far off BOGOF.

So don't believe everything you read in motor magazines, except my bits of this mag of course!

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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 Ian 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 non-competitive '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





Pendle & DMC



DALES Automotive Summer Tour

Saturday the 22nd of June and I was up at the crack of dawn so that I could be at Malc Grahams house for 6:00am. We were doing Pendle & DMCs Summer Tour, a Touring Ensemble using many of the favorite roads used on Pendles Summer Rally and Spring Hill MSCs Ribble Rally.

The Summer Tour started at the Stone Trough Inn at Kelbrook. Bacon sarnies and a cup of coffee were provided after signing on but it felt a little weird not having to go through Scrutineering and Noise. After breakfast it was a big ask to get all the route plotted before making our way to MTC1 at Dales Automotive. Those with a trip meter didn't have that concern as an excellent road book with tulips and mileages was provided/

The first section took us around Cowling and then North and West of Skipton before heading up to Malham, Stainforth and Austwick. Then onto the old favorites of Black Bank and Wham. Lunch was back at Kelbrook and then a ride around Pendle Hill and then up Gisburn Forest and around Clapham Station, Nutgill Farm and then back down Lythe Fell. Slaidburn, Newton and Dunsop Bridge then the Little Trough brought us through Cow Ark and Bashall Eaves to Whally.

After Whalley it was a short run over Padiham Heights back to the finish.

On this last section we were merrily chatting away and concentration levels were probably a little diminished because we (Malc & I) missed 2 Code Boards.

The Weather was sunny and warm and we had a very pleasant day out catching up with lots of friends from way back when

Maurice Ellison

Photos Courtesy of Ray Duckworth



DALES



SUBARU

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DALES



SSANGYONG



NESCRO



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

2019 Challenge Positions

Following the Shaw Trophy

Only showing the Top 10

NESCRO 2019 Historic Driver's Challenge

Pos	Driver	pts
1	David Marsden	155.7
2	David Garstang	154.9
3	Dan Willan	107.6
4	John Haygarth	105.2
5	Darell Staniforth	102.9
6	John Ruddock	100.5
7	Graeme Cornthwaite	98.9
8	Paul Crosby	98.1
9	Steve Head	95.7
10	Michael Read	93.3

NESCRO 2019 Targa Driver's Challenge

Pos	Driver	pts
1	Simon Jennings	285.3
2	Chris Dodds	200.1
3	Craig Wallace	175.2
4	John-Paul Foran	158.2
5	Quentin James	147.8
6	Gina Walker	143.1
7	Liam Charlton	128.8
8	Andy Pullan	106.3
9	Marl McCulloch	105.0
10	Geoff Bateman	100.9

NESCRO 2019 Historic Navigators Challenge

Pos	Navigator	pts
1	Matthew Alexander	154.9
2	Lynsey Procter	151.8
3	Martyn Taylor	107.6
4	Robert Hargreaves	105.2
5	Les McGuffog	102.9
6	Roger Burkill	100.5
7	Ali Procter	98.1
8	Phil Savage	95.7
9	John Lindsay	93.3
10	Si Gleich	91.0

NESCRO 2019 Targa Navigators Challenge

Pos	Navigator	pts
1	Colin Fish	195.3
2	Joshua Bailey	158.2
3	Tom Howe	147.8
4	Allana Wilson	143.1
5	Geoff Fletcher	128.8
6	Nicky Staniforth	106.3
7	Ian Giles	106.1
8	Mairi Riddick	105.0
9	Josh Davison	102.6
10	Maggy Bateman	100.9

2019 Calendar

14th July

Northern Dales

11th August

Blue Streak

1st September

Wearside

15th September

Stocktonian

22nd September

Doonhamer

13th October

Solway

10th November

Saltire



Shaw Trophy : Photos Courtesy of Tony North

Championship Standings

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

Road Rally :

O/A	Driver	Club	Points
1	Mark Lennox	Newtown	381
2	Steven Williams	Teifi Valley	283
3	Andy Price	WBCC	262
4	Steve King	WBCC	252
5	Gerallt Williams	Bala	184

O/A	Navigator	Club	Points
1	Rob Bryn Jones	Clwyd Vale	378
2	Ian Beamond	Newtown	372
3	Grace Pedley	Knowlale	302
4	Michael Hughes	Dovey Valley	279
5	Al Hayward	Clwyd Vale	184

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
1	Lewis Griffiths	C&A	625
2	Jonathon Kennedy	Warrington	562
3	Rachael Atherton	Warrington	456
4	Lauren Hewitt	Warrington	410
5	Martin Young	Clitheroe	356

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
1	Ian Jones	NWCC	146
2	Fred Roberts	York	111
3	Jon Riley	York	106
4	Michael Jones	WBCC	101
5	Emyr Hall	Bala	100

Autotest :

O/A	Driver	Club	Points
1	Colin Moreton	Knutsford	159
2	Paul Fobister	Rhyl	133
3	Dave Evans	Whitchurch	119
4	Dave Goodlad	Knutsford	68
5	Duncan Wild	Knutsford	67

PCA (U 25):

O/A	Driver	Club	Points
1	Jessica Crawley	Warrington	185
2	James Robinson	U17MC	120
3	Will Hughes	C&A	87
4	Matthew Nichols	Bolton	85
5	Deio Hughes	C&A	84

AutoSOLO :

O/A	Driver	Club	Points
1	Andy Williams	Knutsford	137
2	Chris MacMahon	U17MC	135
3	Scott MacMahon	U17MC	133
4	Neil Jones	Bala	119
5	David Dunlop	Knutsford	103

Sprint :

O/A	Driver	Club	Points
1	Nigel Fox	Clitheroe	775.68
2	John Wadsworth	NWCC	706.28
3	Stephen Norton	Longton	564.39
4	Peter Messer	Clitheroe	480.59
5	Keith Calder	Liverpool	435.13

Hillclimb :

O/A	Driver	Club	Points
1	Peter Houghton	Ilkley	289.92
2	Raymond Worrell	ERO	206.48
3	John Wadsworth	NWCC	202.77
4	David Goodlad	Knutsford	200.00
5	Robert Holt	Liverpool	190.61

Trials :

O/A	Driver	Club	Points
1	Henry Kitching	Ilkley	72
2	Rupert North	A&PMMC	67
3	Kevin Roberts	Bala	56
4	Ifan Roberts	Bala	46
5	Jon Turner	NWCC	40

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
1	Jonathon Kennedy	Warrington	119
2	Chloe Thomas	C&A	100
3	Rachael Atherton	Warrington	93
4	Lauren Hewitt	Wigan	76
5	Lauren Groves	Clwyd Vale	71

North Wales Road Rally Challenge

O/A	Driver	Club	Points
1	Mark Lennox	Newtown	138
2	Gerallt Williams	Bala	120
3	Andy Price	WBCC	123
4	Steve King	WBCC	114
5	Steven Williams	Teifi Valley	114

O/A	Co-Driver	Club	Points
1	Ian Beamond	Newtown	139
2	Michael Hughes	Dovey Valley	126
3	Al Hayward	Clwyd Vale	117
4	Rob Bryn Jones	Clwyd Vale	103
5	Andrew Lowe	Mid Derbys	97

Historic Road Rally Challenge

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

O/A	Co-Driver	Club	Points
1	Matthew Volkes	Knutsford	50
2	John Yould	B&B	38
3	Gary Evans	Matlock	23
4	Andy Darlington	Clwyd Vale	22
5	Baz Green	116	21

Sprint & Hillclimb Championship

O/A	Driver	Club	Points
1			
2			
3			
4			
5			

Allrounders Championship

O/A	O/A Driver	Club	Points
1	David Goodlad	Knutsford	124
2	John Wadsworth	NWCC	123
3	James Swallow	Bolton	95
4	Jeff Buchanon	NWCC	79
5	Michael Jones	Harlech	75

O/A	Junior (U25) Driver	Club	Points
1	Scott MacMahon	U17MC	82
2	Jessica Crawley	Warrington	80

O/A	Driver - 1000cc	Club	Points
1	Andy Williams	Knutsford	70
2	Jessica Crawley	Warrington	51

Inter-Club Championship

O/A	Club	Points
1	Caernarvonshire & Anglesey MC	199
2	Knutsford	196
3	North Wales CC	182
4	Bolton-le-Moors	163
5	Bala & DMC	151
6	Clitheroe & DMC	149
7	Liverpool MC	144
8	U17MC	135
9	Warrington & DMC	132
10	Ilkley & DMC	131

Marshals Championship

O/A	Marshal	Club	Points
1	Tim Millington	Warrington	90
2	Amanda Baron	Accrington	65
3	Laura Jos	C&A	53
4	Catrin Jos	C&A	46
5	Rob Jos	C&A	40
=6	William O'Brien	Warrington	37
=6	Robert O'Brien	Warrington	37
=6	David Mitchell	NWRLC	37
=9	Jack Mather	Bolton	34
=9	Jim Livesey	U17MC	34

Championship Standings

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

Glynne Edwards Memorial Championship

O/A	Club	Points
1	Caernarvonshire & Anglesey	733
2	Bala & DMC	540
3	Harlech & DMC	444
4	North Wales CC	398
5	Clwyd Vale	256
6	Rhyl & DMC	212
7	Broughton & Breton MC	122
8	116 CC	76

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
1	Rachael Atherton	Warrington	325.43
2	Lauren Hewitt	Wigan	269.07
3	Chloe Thomas	C&A	257.23
4	Victoria Swallow	Bolton	227.37
5	Heather Merrison	60 & Worcs	183.85

Three Sisters Rally Challenge

O/A	Driver	Class	Points
1			
2			
3			
4			
5			

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



**ASSOCIATION OF
NORTH-WESTERN
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What's On 2019

Opening Evening

Thursday May 23rd

Join us for a look at this year's exhibition.
Artistic Approaches.
Free admission, free fizz, good company!

An evening with Alan Cox

Wednesday July 3rd

Alan will be recognised by many of our regular visitors. What some will not realise is that he is one of the most distinguished photographers at Historic Racing.

He is also an accomplished story teller, so a combination of his photographs and commentary will make for a splendid gathering.

An evening with Nigel Roebuck.

Thursday Sept 26th

Yet again Nigel has kindly offered to spend time with us, giving his views on motor racing past and present.

We are delighted to welcome him back for what has become his annual visit to the Gallery.

An evening with Simon Arron

Thursday June 20th

Renowned reporter Simon Arron will be known to many through his long standing Motor Sport columns. Simon's interests in the sport are wonderfully wide ranging, so expect a discussion covering all topics. He may even share his love of wildlife photography with us.

Sept 20/22 Weekend

Our weekend of running and cycling to raise funds. A 10km trot taking in local Park and Canal paths, with a 5k option on the Saturday. A 50k bike ride on the Sunday with a canal ride option.

Join us for what is a very convivial occasion.

Pie, Pint & Quiz Nite

Wednesday Oct 16th

Our annual season closer which is always fun. And competitive! Early booking will be essential to guarantee a place.

For all gallery information please see,

www.theswiftgallery.co.uk

 theswiftgallery

 **Hotpoint**

Gallery events programme kindly

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ANWCC CHAMPIONSHIPS 2019

Please check website and organising club for any changes.

STAGE RALLY CHAMPIONSHIP (* Multi-venue)

Feb 9	Jack Neal Memorial	Citheroe & DMC
Feb 9	Ormsco Stages	Manx AS
Mar 3	Questmead	Warrington & DMC
Mar 10	Tour of Epynt	Port Talbot MC
Mar 17	Lee Holland	Pendle DMC
Mar 23	North West Stages *	Motor Sport NW
Apr 7	Lookout Stages	Trackrod MC
Apr 14	SMC Stages	Stockport 061 MC
Apr 21	Warcop Stages	North Humberside MC
May 5	Harlech Stages	Harlech & DMC
May 10	Manx National/Chris Kelly *	Manx AS
May 12	Cetus Stages	Wigan & DMC
May 12	John Overend	North Humberside MC
Jun 30	Enville Stages	Warrington & DMC
Jul 21	Twyford Woods	Mid-Derbyshire MC
Aug 18	Gareth Hall Memorial	Bala & DMC
Aug 25	Mewla	Epynt MC
Aug 25	Pendragon	Kirkby Lonsdale MC
Sep 6/7	Promenade Stages	Wallasey MC
Sep 8	Vale of York	Lindholme MSC
Sep 22	Heroes Rally	Pendle DMC
Oct 10/11	Mull Rally	Mull CC
Oct 13	Adgespeed Stages	Wigan & DMC
Nov 1	Neil Howard	Bolton-le-Moors CC
Nov 8/9	Pokerstars Rally *	Manx AS
Nov 17	Cadwell Stages	North Humberside MC
Nov 23	Hall Trophy	Citheroe & DMC
Nov 23/24	Glyn Memorial	Caerns & Anglesey MC

NORTH WALES STAGE RALLY CHALLENGE

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

FOREST STAGE CHAMPIONSHIP

Feb 10	Riponian	Ripon MSC
Feb 16	Cambrin	North Wales CC
Mar 9	Malcolm Wilson	Kirkby Lonsdale MC
Mar 30	Rally NW	Winkleton & S Staffs CC
May 11	Plains	Knabford & DMC
Jul 7	Greystoke Stages	West Cumbria MSC
Jul 13	Nicky Grist Stages	Quinton MC
Aug 31	Woodpecker	60 & Worcestershire MC
Sep 28	Trackrod Yorkshire	Trackrod MC
Nov 11	Wydean Stages	Forest of Dean MC

ROAD & NAVIGATION RALLY CHAMPIONSHIP

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

NORTH WALES ROAD RALLY CHALLENGE

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

Sep 14/15	Rail Mön	Caerns & Anglesey MC
Oct 19/20	Winter Challenge	North Wales CC
Nov 16/17	Farrington	Clwyd Vale MC

HISTORIC ROAD CHAMPIONSHIP

Feb 23/24	Heatham Historic	Heatham & DMC
Mar 2	Tour of Cheshire	Knabford & DMC
Apr 14	Jubilee Classic	Ilkley & DMC
Aug 12	St Wilfrid's	Ripon MSC
Aug 31	Tour of Clwyd	Clwyd Vale MC

AUTOTEST CHAMPIONSHIP (* inc Clubman)

Jan 13	Autotest *	Rhyl & DMC
Feb 17	Autotest *	Accrington MSC
May 10	Autotest *	Caerns & Anglesey MC
Mar 10	Jon MacKenzie	Hagley & DLCC
Apr 28	Autotest	Rhyl & DMC
May 12	Granny Knot	Walvion & S Staffs CC
May 19	Autotest *	CSMA NW
Jun 23	Autotest *	CSMA NW
Jul 7	Tim Sargeant	Knabford & DMC
(Inter-Association Team Autotest 2019)		
Aug 4	Autotest *	Under 17 MC NW
Sep 1	Kennings	Caerns & Anglesey MC
Sep 15	Autotest *	Under 17 MC & CSMA
Sep 21 *	Aberconwy	North Wales CC
Sep 22	Autotest	Rhyl & DMC
Sep 29	Firefly Autotest	Whitchurch MC
Nov 17	Autotest *	Rhyl & DMC
Dec 1	Autotest *	Bolton-le-Moors CC
Dec 8	Autotest *	Accrington MSC

PRODUCTION CAR AUTOTEST CHAMPIONSHIP (* inc Clubman)

Jan 27	New Year PCA *	Knabford & DMC
Feb 3	PCA *	Bolton-le-Moors CC
Feb 16	PCA *	Under 17 MC NW
Feb 17	PCA *	Accrington MSC/CSMA NW
Mar 10	PCA *	Caerns & Ang MC
Apr 7	PCA *	Warrington & DMC
Apr 14	Easter PCA *	Bala & DMC
Apr 28	PCA *	Rhyl & DMC
May 19	PCA *	Boundless by CSMA NW
May 26	PCA *	Warrington & DMC
Jun 23	PCA *	Boundless by CSMA NW
Jul 13	PCA *	Warrington & DMC
Jul 14	Weardale PCA *	Heatham & DMC
Jul 14	PCA *	Warrington & DMC
Jul 21	Blew Moch PCA *	Bala & DMC
Aug 3	PCA *	Under 17 MC NW
Aug 4	PCA *	Under 17 MC NW
Aug 4	Kennings *	Caerns & Anglesey
Sep 15	PCA *	Warrington & DMC
Sep 21	Aberconwy *	North Wales CC
Sep 22	PCA *	Rhyl & DMC
Oct 27	PCA *	Warrington & DMC
Nov 3	Ranges PCA *	Bala & DMC
Nov 17	PCA *	Rhyl & DMC
Dec 1	PCA *	Bolton-le-Moors CC
Dec 7	PCA *	Under 17 MC NW
Dec 8	PCA *	Accrington MSC

AUTOSOLO CHAMPIONSHIP (* inc Clubman)

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

Sep 21	Aberconwy *	North Wales CC
Sep 29	Autosolo	Knabford & DMC
Oct 20	Autosolo	Clwyd Vale MC
Dec 1	Autosolo *	Bolton-le-Moors CC
Dec 7	Autosolo *	Under 17 MC NW
Dec 8	Autosolo *	Accrington MSC

CAR TRIALS CHAMPIONSHIP

Jun 1	Denwydd Trial 1	Bala & DMC
Jun 2	Denwydd Trial 2	Bala & DMC
Jun 9	Wyre Forest	Kidderminster MCC
Jun 30	Ingelton Trial	Citheroe & DMC
Jul 20	Cymru	North Wales CC
Jul 21	HCC Wales	Clwyd Vale MC
Jul 27	A&P Trial	Airedale & Pennine MC
Jul 28	Fibrate Trophy	Ilkley & DMC
Sep 7	Roberts Trial	Caerns & Anglesey MC
Sep 8	Gaby Mohr	Walvion & S Staffs CC
Sep 22	Ernest Owen Trial	Owen MC
Sep 29	Diagarth Trial	Bala & DMC
Oct 13	Yorkshire Post	Ilkley & DMC

SPRINT CHAMPIONSHIP

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

HILLCLIMB CHAMPIONSHIP

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

INTER-ASSOCIATION EVENTS

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

Apr 22	Sprint	ANWCC Darlington & DMC
May 18	Stage Rally	SAMSC Scottish Rally
Jun 8	Autosolo	ACSMC Dolphin MC
Jun 23	Car Trial	ASWMC Ross & DMS
Jul 7	Autotest	ANWCC Knabford & DMC
Nov 16/17	Road Rally	ANCC Beaver Rally

**LIST IS LIABLE TO CHANGE -
FOR LATEST UPDATES
CHECK OUT THE WEBSITE
www.anwcc.co.uk**

Last updated 25 June 2019

ASSOCIATION OF NORTH-WESTERN CAR CLUBS

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

Please register me for the ANWCC Championships 2019

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

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

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

Fees:

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

Signature

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

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

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

For official use only:

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

19/

See notes overleaf >>

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

Forms can also be downloaded from our website.

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

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

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

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

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

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

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

NOTES:

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

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

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

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

Beginner - not finished more than one National B rally

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

Keep checking our website for up-to-date information

www.anwcc.co.uk

Thank you for registering!

Pendle District Motor Club &
Garstang & Preston Motor Club
Heroes Stages Rally

Weeton Barracks
22nd September 2019

Marshals

of all disciplines required.

Please contact

Radio. Les Fragle

01995 672230 or 07946 702274

heroesradiocrew@gmail.com

Timing. Alan Shaw

01282 602195 or 07973 616234

shawalan.555@gmail.com

In stage. Andrew Benson

07702 188003 a.benson125@btinternet.com

AROUND OF

ANCC Stage Rally Championship 2019

ANWCC Stage Rally Championship 2019

ANWCC All Rounders Stage Rally Championship 2019

ANWCC Ladies Stage Rally Championship 2019

SD34 MSG Stage Rally Championship 2019

SD34MSG Individual Championship 2019

SD34MSG Inter-Club League 2019

(Supported by Gazzard Accounts)

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.

Email or mobile is best

07764 365586.

Or mjohnston@lewmar.com

Matt Johnston



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

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UPCOMING EVENTS

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

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

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/>



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R1: 6/7 April - Walters

R2: 15/16 June - Forrest Estate

R3: 13/14 July - Sweet Lamb

R4: 10/11 Aug - Bovington

R5: 14/15 Sept - Carno

R6: 26/27 Oct - Walters

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Kirkby Lonsdale MC Devils Own Rally 2019

Regrettably, KLMC can now confirm that there will be no Devils Own Rally in 2019.

The option of running a smaller event has been discarded, should it detract from the full fat deviously difficult Devilish drama of the last few years.

We hope to have something in place for 2020.



Bala and District Motor Club Ltd
PRESENTS

THE MINAFON GARAGE

GARETH HALL MEMORIAL RALLY

SUNDAY 18th AUGUST 2019

At The Ranges Motor Sports Centre



Last Year's Winners; Ieuan Rowlands / Owain Bedwyr Rowlands - Pic Courtesy of G Price

A ROUND OF THE 2019 ANWCC STAGE RALLY CHAMPIONSHIP, THE ANWCC NORTH WALES RALLY CHALLENGE AND THE GLYNNE EDWARDS MEMORIAL CHAMPIONSHIP

Entries Open 1st July 2019



Recognised
Club



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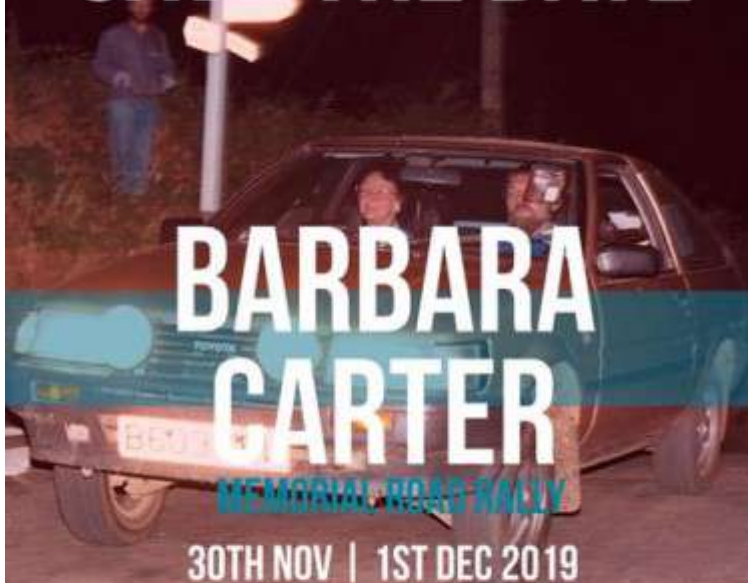
Email :

barry.wilkinson80@ntlworld.com

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



SAVE THE DATE



Recognised
Club





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



Speed & Rally Show Postponement

Lightning House Ltd, organisers of the annual Speed & Rally Show at Oswestry showground regrettably inform our friends far and wide of the postponement of this years proposed event on the 17th August.

A decision not taken lightly we wanted to give all those who had already committed enough notice of this fact. Reasons are varied but in the main it is due to several promises of financial backing stretching back to early this year, still having not been carried through.

Full refunds to those who have already paid out will be issued in full during the next 10 days, we will not carry through entries or ticket sales as it gives people a chance to use their money elsewhere this summer.

Bryn Pierce, Event Director "We have tried incredibly hard to build on the amazing feedback from 2017/18 and indeed added in new motorbike attractions, a new layout and with the support of certain clubs an amazing array of iconic rally cars on track. On a personal note we would like to thank our team of volunteers, the clubs and traders who've supported us and the track participants, specifically Rallying History, Sporting Bears, Slowly Sideways and Supermoto GB, plus of course our wonderful marshalling teams from Broughton-Bretton MC and Wallasey MC." Continues... "However this isn't the end of the show but merely a pause, and we would like to ask all of our friends to keep the 29th February 2020 free in their diaries for something very exciting which will be announced during July"

As mentioned this is merely a Postponement to become part of a new event on the 28/29th February 2020. Please keep an eye on our pages for exciting details.

Should you have any questions or queries please direct them to bryn@lightninghouse.co.uk



Legendfires

NORTH WEST STAGES

in partnership with Simpson's SKODA



20th-21st MARCH 2020 • SPECTACULAR • HIGH SPEED • CLOSED ROAD

RALLY ACTION

The 2019 Legend Fires North West Stages was only the 2nd stage rally in the country to run Special Stages on Closed Public Roads and raised over £10,000 for a number of local charities and good causes.

Following a successful 2019 event based in the Wyre area, we are planning to be back in 2020 with a bigger, better rally. The hugely popular ceremonial start in Barstang on Friday night will return, as will spectacular, accessible Closed Road Special Stages on the Saturday.

DETAILS WILL BE PUBLISHED ON THE WEBSITE IN DUE COURSE

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

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

Les Fragle

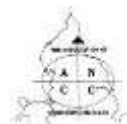
& if I have left you out of the above credits,

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

SD34MSG Wednesday 17th July

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

ANCC

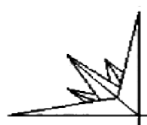


Monday 23rd September

Cleckheaton Sports Club, BB19 3UD

Just off Chain Bar Roundabout ,
Junc 26 of the M62

www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

Tuesday 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 July edition is
Thursday the 27th of June
which is due out on

Sunday the 30th June

PLEASE Email Reports etc. ASAP
to

Maurice Ellison at :

sd34news@gmail.com

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