

September 2019 spotlight



BXCC Bovington

Paul Rowlands / Neil Lloyd

BRITPART
British Cross Country
Championship



www.sd34msg.org.uk

Volume 10 : Issue 9: September 2019 : Maurice Ellison

Chairman's Chat

I thought I would have a change last month and marshalled at the PDMC Scammonden Hillclimb and it turned out to be a great day particularly when the sun shone drying the track after all the dreadful rain of the days before. It must be 20+ years since I was there and it made a pleasant change from rallies and radio duties. It's only a short hill so we managed to give the competitors two practice runs and eight timed runs and even so everything was done as dusted by 5pm. I had to chuckle to see a car that didn't appear to have a handbrake – at a hillclimb !

Then it was back to normal doing radio duties on the Pendragon Stages but other than the wonderful weather and scenery this wasn't the best time I have had on the Warcop ranges, it's just rallying and all events are different, enough said.

Next up will be the Heroes Stages at Weeton, this time as Event Safety Officer and entries are coming in and we have some cracking stages planned for the Senior and Junior classes.

Les Fragle, Chairman, Secretary SD34MSG

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MOTOR SPORT GROUP

Contacts

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



Comprising the following 11 Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



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



Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk



Garstang & Preston MC
www.gpmc.org.uk



High Moor Motor Club
www.hmmc.co.uk



Preston Motorsport Club
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Stockport 061 Motor Club
www.stockport061.co.uk



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www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com

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

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Contact either Les Fragle, Maurice Ellison
or Steve Johnson for more details**

Steve Johnson

07718 051 882 steve.amscc@gmail.com

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

Maurice Ellison 07788-723721 sd34news@gmail.com

SD34MSG

Member Clubs & Contact Details

Accrington MSC

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



Airedale & Pennine MCC

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



Blackpool South Shore MC

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



Bolton-le-Moors MC

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



Boundless by CSMA (NW)

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



Clitheroe & DMC

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



Garstang & Preston MC

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



High Moor MC

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



Hexham & DMC

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



Knowldale CC

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



Knutsford & DMC

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



Lightning MSC

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

Lancashire A.C.

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



Longton & DMC

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



Liverpool MC

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



Manx AS

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



Matlock MC

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



Mull CC

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



Pendle & DMC

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



Preston MC

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



U17MC-NW

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



Stockport061MC

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



Wallasey MC

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



Warrington & DMC

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



Wigan & DMC

Contact : Tony Lynch
Email : rallycrosser790@aol.com
Website : www.wiganmotorclub.org.uk



2300 Club

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



Stage Rally Championship

O/A	Driver	Class	Pts	Club	
1	James Swallow	D	142	Bolton	Y
2	Adam Williams	D	115	Warrington	Y
3	Paul Munro	D	109	G&PMC	Y
4	Gregory Williams	A	108	Warrington	Y
5	John Darlington	D	85	Wigan	Y
6	Craig Kennedy	D	82	Warrington	Y
7	Brandon Smith	C	81	Clitheroe	Y
8	John Richardson	C	80	Bolton	Y
9	Peter Jackson	D	56	G&PMC	Y
10	Neil Wearden	?	55	G&PMC	Y
= 11	Mark Roberts	D	54	Warrington	Y
= 11	Steve Johnson	A	54	Warrington	Y
= 13	Dan Woods	B	53	Clitheroe	Y
= 13	Berwyn Evans	D	53	Accrington	Y
15	Simon Bowen	D	33	BSSMC	Y
16	Wayne Thomas	D	28	Clitheroe	N
= 17	Kaemen Welsh	A	27	Clitheroe	N
= 17	Richard Bromley	A	27	Warrington	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	Jonathon Kennedy	D	164	Warrington	Y
2	Lewis Griffiths		160	Clitheroe	Y
3	Lauren Hewitt		142	Wigan	Y
4	Rachael Atherton	D	114	Warrington	Y
5	Terry Martin		107	Clitheroe	Y
6	Jack Mather	D	106	Bolton	Y
7	Rob Bryn Jones		81	Clitheroe	Y
8	Steve Butler	A	80	Clitheroe	Y
9	Eric Wilcockson	C	79	Bolton	Y
10	James Squires	D	56	Clitheroe	Y
= 11	Stephen Landen	D	54	Warrington	Y
= 11	Victoria Swallow	D	54	Bolton	Y
= 11	Marcus Kennedy	D	54	Warrington	Y
= 14	Andy Robinson	C	53	Bolton	Y
= 14	Stephen Holmes		53	Clitheroe	Y
= 14	Tony Garrett	B	53	Clitheroe	Y
= 17	Dylan Thomas	C	52	Clitheroe	Y
= 17	Jonathon Cragg		52	GPMC	Y
19	Richard Robinson	D	32	BSSMC	Y
20	Andy Baker	D	28	GPMC	N
21`	Mari Haf Evans		26	Accrington	N
22	Dan Woods	B	22	Clitheroe	N

Following Enville 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	Scott McMahon	A	79.55	U17MC
2	Andy Crawley	A	78.91	Warrington
3	Chris McMahon	A	78.56	U17MC
4	Jessica Crawley	A	76.25	Warrington
5	Andy Williams	A	71.02	U17MC
6	Lauren Crook	C	59.29	U17MC
7	Gary Ross	A	54.51	A&PMCC
8	James Robinson	A	52.95	U17MC
9	James Williams	A	50.19	U17MC
10	Steve Johnson	A	49.75	U17MC
11	Stephen Holmes	B	49.44	Clitheroe
12	Phil Clegg	E	47.44	Accrington
13	Andrew Robinson	A	41.97	U17MC
14	Gary Sherriff	B	39.47	Bolton
15	Dave Graves	B	38.08	Bolton
16	Rob Bryn Jones		37.37	Clitheroe
17	Joe Mallinson	B	32.18	A&PMCC
18	Alec Tunbridge	E	31.80	Bolton
19	John North	C	31.36	Bolton
20	Lauren Hewitt		30.87	Wigan
21	Ian Daws	A	30.33	Clitheroe
22	David Goodlad	B	28.20	Bolton
23	Warren Nicholls	A	20.56	Bolton
24	Stephen Kennel		19.78	Clitheroe
25	Ian Swallow		19.65	Bolton
26	Adrian Fruzynski	D	19.51	Accrington
27	James Swallow	B	19.01	Bolton

Sprint & Hillclimb Championship

O/A	Competitor	Score	Class	Club
1	Nigel Fox	97.26	5	Clitheroe
2	J. Wadsworth	60.89	S	LAC
3	J Baines	60.58	5	Liverpool
4	K. Calder	53.55	1E	Liverpool
5	P.Messer	48.19	S	Clitheroe
6	Nigel Trundle	40.20	1B	G&PMC
7	R.Thorpe	40.09	1B	Liverpool
8	David Goodlad	39.82	S	Bolton
9	S.Wilson	39.29	S	Longton

Individual Championship

O/A	Competitor	pts	Q	Club
1	Rob Bryn Jones	85	Y	Clitheroe
2	Adam Williams	73	Y	Warrington
3	Lauren Hewitt	68	Y	Wigan
= 4	James Swallow	67	Y	Bolton
= 4	Scott MacMahon	67	Y	U17MC
6	David Goodlad	60	Y	Bolton
7	Stephen Holmes	57	Y	Clitheroe
8	Chris MacMahon	55	Y	U17MC
9	Steve Johnson	54	Y	U17MC
10	Steve Wilson	50	Y	Longton
11	Gregory Williams	47	Y	Warrington
12	Jack Mather	45	Y	Bolton
13	James Squires	42	Y	Clitheroe
14	Jonathon Kennedy	40	Y	Warrington
15	Eric Wilcockson	36	Y	Bolton
16	Ian Daws	35	Y	Clitheroe
17	Dave Graves	26	Y	Bolton
= 18	Marcus Kennedy	25	Y	Warrington
= 18	Matthew Hewlett	25	Y	Clitheroe
20	Victoria Swallow	21	Y	Bolton
21	Ian Swallow	16	Y	Bolton

Above : Showing those that have Qualified

Jessica Crawley	81	N	Warrington
Andy Crawley	71	N	Warrington
John Wadsworth	61	N	LAC
Nigel Fox	61	N	Clitheroe
James Robinson	59	N	U17MC



**MOTOR SPORT GROUP
CHAMPIONSHIPS**

U18 Championship

O/A	Competitor	pts	Club
1	Jessica Crawley	101	Warrington
2	James Robinson	60	U17MC
3	Matthew Nicholls	56	U17MC
4	Daniel Millward-Jackson	24	U17MC
5	Joseph Cropper	15	U17MC

2019 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	828	1	1
Bolton-le-Moors CC	674	2	2
Warrington & DMC	613	3	3
Longton & DMC	556	4	4
Liverpool MC	508	5	5
U17MC-NW	449	6	6
Wigan & DMC	276	7	10
Preston MC	181	8	14
Division B		Position	
Club	Points	Div	O/A
Garstang & Preston MC	352	1	8
Airedale & Pennine MCC	294	2	9
Stockport 061 MC	250	3	11
Wallasey MC	193	4	12
Matlock MC	183	5	13
Blackpool South Shore MC	151	7	16
Pendle & DMC	112	8	19
Division C		Position	
Club	Points	Div	O/A
Knutsford & DMC	372	1	7
Hexham & DMC	125	2	17
Knowldale CC	117	3	18
Manx AS	84	4	20
Lancashire A.C.	78	5	21
Mull CC	47	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 10 th Aug 2019			

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Tim Millington	181	Warrington	Y
2	Brian Wragg	141	Liverpool	Y
3	Maurice Ellison	117	Clitheroe	Y
4	Amanda Baron	104	Wallasey	Y
= 5	Judith Pegram	87	Liverpool	Y
= 5	Sean Robertson	87	Liverpool	Y
7	John Harden	84	Liverpool	Y
8	David Hunt	77	Liverpool	Y
= 9	Paul Smith	70	Liverpool	Y
= 9	Jack Mather	70	Bolton	Y
= 11	Steve Lewis	60	Clitheroe	Y
= 11	Dave Barratt	60	Accrington	Y
13	Tracey Smith	57	Accrington	Y
= 14	Andy Fell	57	Liverpool	Y
= 14	Bill Gray	57	Liverpool	Y
= 14	Robert Rankin	57	Liverpool	Y
= 17	Geoff Maine	47	Liverpool	Y
= 17	Robert O'Brien	47	Liverpool	Y
= 17	William O'Brien	47	Liverpool	Y
= 17	Peter Wright	47	Pendle	Y
= 21	Duncan Dixon	40	Liverpool	Y
= 21	Debbie Watts	40	Liverpool	Y
= 21	Kevin Jessop	40	Liverpool	Y
= 21	Matthew Pegram	40	Liverpool	Y
= 21	Les Fragle	40	G&PMC	Y
26	Phil Howarth	37	Liverpool	Y
27	Alan Shaw	32	Pendle	Y
= 28	Dave Graves	30	Bolton	Y
= 28	Garry Marriott	30	Wallasey	Y
= 28	David Mitchell	30	Liverpool	Y
= 28	Ian Curlett	30	Liverpool	Y
= 28	Chris Woodcock	30	Clitheroe	Y
= 28	Heidi Woodcock	30	Clitheroe	Y
= 28	Ian Swallow	30	Bolton	Y
= 28	Peter Wright	30	Liverpool	Y
= 36	Steve Smith	20	Accrington	Y
= 36	Jo Evers	20	Bolton	Y
= 36	Alex Brown	20	Bolton	Y
= 36	Gary Sherriff	20	Bolton	Y
= 36	Robin Turner	20	Bolton	Y
= 36	Eric Wilcockson	20	Bolton	Y
= 36	Stephen Mather	20	Bolton	Y
= 36	Melanie Morgan	20	Bolton	Y
= 36	David Gee	20	Liverpool	Y
= 36	Mark Jagger	20	Liverpool	Y
= 36	Tom Roche	20	Liverpool	Y
= 36	David Doidge	20	Liverpool	Y
= 36	Mark Jagger	20	Liverpool	Y
= 36	Barry Wilkinson	20	Pendle	Y
= 36	Peter Wilkinson	20	Pendle	Y
= 36	Peter Schofield	20	Pendle	Y
= 36	Les Eltringham	20	Pendle	Y
= 36	James Sharples	20	Preston	Y
= 36	Julie Sharples	20	Preston	Y
= 36	Peter Sharples	20	Preston	Y
= 36	Sean Flint	20	Preston	Y
= 36	Terry May	20	Preston	Y
= 36	Alan Smith	20	Wallasey	Y
= 36	Graham Williams	20	Wallasey	Y

Only Showing those Marshals
that Have Qualified (59)

134 Marshals have scored points

2019 SD34MSG Under 18 Championship Registration Form

Name

Address

Post Code

e-mail Tel No Home

Mobile SD34 Nominated Club (1 only)

Age on 1st January 2019 DOB

Competitor Signature Date

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

Parent Name

Parent Signature Date

Parent Information (If different to above) Address

Post Code

e-mail Tel No Home

Mobile

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

SD34MSG Under 18 Championship Regulations

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

Scoring

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

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

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

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

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

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

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

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

2019 SD34MSG Championship Registration Form

Please register me for the SD34 Championships indicated below.

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

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

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

Please note all our (SD34MSG) Competitions are

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

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

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

Registration fees may also be paid by bank transfer to:

Lloyds Bank

Sort Code: 77-76-05

Account Number: 49052568

Please enter your full name as the reference

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

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

SD34MSG

Championship Classes for 2019

Non Race / Non Rally

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

Sprint & Hillclimb

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

Stage Rally

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

Road Rally

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

2019 SD34MSG Calendar : Sept to December

1-Sep	Sprint	Yes	Longton & Dist MC	Sprint 7	3 Sisters, Wigan
6-7 Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Prom
7-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree
7-Sep	Road Rally	Yes	Knutsford & District MC	Knutsford Targa Rally	CANCELLED
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
11-13	Stage Rally	Yes	Mull CC	Mull Rally	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	Clwyd Vale MC	Farrington Trophy Rally	
16/17Nov	Road Rally	Yes	Beverley & DMC	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
21/22 Sep	Clitheronian	Clitheroe & DMC
2-Nov	Dansport	Matlock MC
16/17 Nov	Farrington Trophy	Clwyd Vale MC
16/17 Nov	Beaver Rally	Beverley & DMC

Non Race/Rally Championship 2019

Date	Event	Organising Club
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
11-13 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
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
7-Dec	First Marshal On Scene	Blackburn Services,

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Clitheroe & District Motor Club



The Club Meets at 8-30pm

Every Tuesday

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

M/R 103 / 730.25 436

Website : www.clitheroedmc.co.uk

Whats on at CDMC in **September**

Tuesday 3rd September
Trevor Roberts
& Ian Grindrod



Well, I'd doesn't get much better than this, after a great night with Dave Read last month and Adam Morgan last week, next month we have the legendary Ian Grindrod.

Co-driver to Roger Clark Tony Pond Henri Toivonen, most of the McRae family and of course Trevor Roberts, and many other top drivers.

This will be a top night, 8.00/8.30 start.



Tuesday 10th **Committee Night**

Tuesday 17th

Scatter

Maps 102 & 103

Sign on 20:00, 1st car away 20:30

Book your place at CDMC on Face-book

Tuesday 24th

Clitheronian Forum

Whats been happening **at CDMC in August**

Tuesday 6th August

Adam Morgan &
Cicely BTCC Team

Well we are lucky at CDMC in that we manage to attract some high calibre and popular guests each year but I felt we excelled ourselves this month, as we managed to attract a guest who regularly appears on a popular TV sports programme during the summer months and is thus well known by many motorsport fans from all over the country...plus he only lives down the road! A very warm welcome from a big turn-out was given to Adam Morgan of BTCC fame...although he brought most of the Ciceley Racing with MAC Tools squad with him! Adam took the stage along with Norman Burgess (the money man and deal "fixer") along with Martin Kenyon (lead engineer on Adams car) and its fair to say that Boss Hogg didn't have to ask too many questions as the banter flowed right from the start with Norman claiming that if only Adam was a slightly competent driver the results would have been much better this season! Whilst Adam, with Martin and Martins son Chris, taking turns in the silly seat, had dallied with rallying with some success (and also doing a fair spell in Junior karting) it was in 2009 that Adam tried a circuit car and realised having a circuit car to test/race could be a good thing...and thus a long standing link with Ginetta was formed.

Continued on Page 14



Hence 2010/2011 was spent driving various Ginettas with results leading to a fair number of wins including the overall 2011 Supercup Championship which had as its stunning prize a funded BTCC ride in a Speedworks Avensis for 2012!! A tough year with flashes of pace but no wins led to the formation of Ciceley racing for the 2013 campaign again in an Avensis, before 2014 saw the step change Adam wanted..a branded team title sponsor in WIX Racing (and now currently MAC Tools) plus a self-engineered Merc A Class...and 2014 thus saw Adam take his maiden BTCC victory...and this success has continued up to the start of the 2109 season! For whatever reason this year has been tough although post this forum he got back onto the podium at Thruxton...must be the Waddington beer that reaches the accelerator pedal that the others don't!

What was appreciated by the audience was the openness of the team...the costs of £2m per year (pre-season tyre testing bill was circa £45k alone) and hence the constant need to raise money to keep the show on the road with the Clio adventure for young paying drivers only serving to exhaust the team and local body shop as shells were consumed at a vast rate..the Merc Coupe for the GT4 Sportscar category with potential drivers playing cat and mouse with Norman re cost and payment (although I wouldn't want to play poker against Norman!) and even when Adam won some prize money in China he had to tip his pockets out and put it into the team pot at Normans command!! The thorny subject of Balance of Performance (boost adjustments, weight etc) got an airing with three differing views.....Norman thinking it has made the championship a commercial success, Adam liking the close competition on track and Martin the engineer thinking it was bollox (artificial adjustments negating an engineering advantage)...the jury will always be out on this one I feel! The lead engineer on Dan Rowbottom's car, Richard Horton, also made a short guest appearance...but just seemed to attract abuse from all three about fumbling wheel changes!!



The geniality and friendly competitiveness shown amongst the guys all evening was key I thought, as it indicated a natural "togetherness" and is probably the fundamental reason why a small self-run squad from the NW are more than holding their own, in what is without doubt one of the most successful motor-racing championships in Europe. A superb night all round lads and the very best wishes to you all for the remainder of the season from everyone at CDMC.

Tony Vart

Tuesday 20th August Navigational Exercise

It was supposed to be a gentle and simple introduction to Navigational Rallying but we still managed to get one crew completely lost. Thirty two miles in 2 Hours on map 103 using Grid Lines, Spot Heights a simple Herringbone, and map features and complete with re-join points in case you got lost. . . . They still got lost and went OTL . . . so headed for home.

The others did very well and the top two were only separated by one code board and if the second placed crew had not been so busy nattering would probably have got the very first code board too!!!

1st Dave Pedley Grace Pedley Clean

Whilst awaiting the return of the crews out on the exercise those of us not bending our minds solving complex clues we were chattering away. A very interesting revelation was made by Heidi Woodcock. She was recently entertaining the neighbours on Revidge Road Blackburn with a rather risqué dance whilst stood on top of a pile of wooden pallets. The pallets making for a better view for those neighbours. It would appear that Heidi has a strong aversion to wasps and reacts badly to their stings. A wasp got into the hood of the jacket she was wearing. It stung her and to avoid being stung again she began a rapid striptease, casting off her clothes with gay abandon. Never mind the neighbours and there was no one there with a camera to record it for posterity ! (and more importantly for publication here)

NB I forgot to ask why she was stood on top of the pile of pallets

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

Three Sisters Sprint 4th August

A small entry but BIG Value as Drivers get to grips with the new Tarmac

Longton's second visit of the year to Three Sisters attracted only 43 entries, possibly because of the clash with people's August holidays. Whatever the reason, the stay-aways missed a treat with eight timed runs and the chance to set new records as this was the first dry event on the new tarmac.

Actually, the weather wasn't totally benign. The day was hot a humid and the forecast rain arrived with a heavy thunderstorm just after 3pm, as the final run was underway. That spoilt a few final attempts at a better time and soaked the marshals and pretty much everyone else as they hurriedly packed up cars and equipment.

Given the small entry, the format was unusual with a leisurely morning of one practice and two timed runs followed by a hectic afternoon of six runs in a little over two hours. The fact that was possible was a tribute to the hard-working start line team and other officials and drivers generally staying to the black stuff in a day that was devoid of serious incidents.

Two of the happier drivers were Craig Powers and Eve Whitehead who had arrived in some trepidation with yet another new engine in the back of their shared OMS. They went home with Craig clutching the trophy for FTD whilst a slight less chuffed Eve had to settle for third in class.

One of their class competitors, Geoffrey Cowell had provided one of the spectacles of the day, regularly arriving back in the paddock with his Hitech almost invisible in huge clouds of smoke as oil from an overfilled engine burned away. Despite that he managed four timed runs with the problem gradually curing itself.

Some of the other standout out performances included Steve Wilson in his Elise lopping a massive three seconds off his own class record and Westfield driver Matt Turner also beating his own record by over a second. Richard Forber in his Renault Clio demolished the long-standing record in 1B, also by over a second.



Richard Forber



Steve Wilson

Blyton Park Sprint July 13th & 14th

A strong showing of Longton contenders made the trip back to Blyton for the WSCC weekend event in July. For some reason this once crowded event attracted fewer than 80 entries, which, although financially difficult for the organisers, pleased drivers with plenty of paddock space and a reasonable number of runs.

The weather forecasts did not bode well but as things turned out the rain obligingly fell only at night giving competitors the chance to play on a dry track under overcast skies. As seems to be the norm these days the Eastern circuit, with its tight and awkward opening section, was used on Saturday and the fast and flowing Outer Circuit on Sunday.

Whilst most drivers had a smile on their faces (Blyton does that!) few could match the delight of Glyn Sketchley who knocked whole seconds of his PBs in his Force to grab FTD on both days – 61.12 on Saturday and 59.18 on Sunday.

The smiles in the Craig Powers – Eve Whitehead camp were a bit more subdued. After a busy winter building and fitting a new engine they ran into problems with a slipping clutch and went home after a single timed run on the Sunday.

Mid Cheshire MRC Scammonden Dam July 21st

The July Scammonden event saw a small, but welcome, increase in entries from drivers keen to have a go at this compact local hillclimb venue. Some added glamour and spectacle was again provided by James Baxter hussling his large and powerful Gould up the hill to set another new outright record at 21.12 seconds.

Shelsley Walsh July 28th

Just two Longton competitors took the new opportunity of competing in the championship round at the historic Shelsley Walsh hillclimb. And both came away with a win!

John Wadsworth in his Mazda MX5 led a strong class, taking victory with 42.03 in a demon second and final run. Nigel Fox in his Van Diemen Formula Ford had an easier time as he was alone in class, recording a best of 37.39.

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 Mon-
day of the month. Visitors are welcome to join us at
either of these or any club meeting.

Rock & Heiffer

Next PCA

8th September

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

Entries - John Rhodes : rhodesj3@sky.com



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

Lancashire Automobile Club



September 20th - 23rd

Highland 3 Day Tour

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

Again with simple tulip navigation with supplemen-
tary written directions and incorporating a gymkhana
along the way.

Technical Evening with

Dave Richards

Tuesday 15th October

See Page 71 for more details

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

15th September
27th October

Hexham & DMC

Meet every Wednesday
at the Dr. Syntax Inn,
Nr. Stocksfield NE43 7RG



<https://hexhammotorclub.co.uk/>

Garstang & Preston Motor Club



www.gpmc.org.uk

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

Liverpool Motor Club



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

Marshals: Liverpool Motor Club wants you!

Marshals needed for the following
events at Aintree:

7th September :

Autumn Sprint (SD34 qualifying event)

25th September :

Greenpower Electric Car Races

5th October :

Track Day (to MSUK safety standards).

Previous experience isn't essential.

**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 web-
site www.liverpoolmotorclub.com/marshalling



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

www.knutsfordmotorclub.co.uk



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

The Poachers,
Cuerden Way, Bamber Bridge, PR5 6BA

On her first day at the senior complex, the new manager
addressed all the seniors pointing out some of her rules:

"The female sleeping quarters will be out-of-bounds for
all males, and the male dormitory to the females.

Anybody caught breaking this rule will be fined £20 the
first time."

She continued, "Anybody caught breaking this rule the
second time will be fined £60.

Being caught a third time will cost you a fine of £180.

Are there any questions?"

At this point, an older gentleman stood up and asked:

"How much for a season pass?"

A man was killed today by a stampede of tortoises.

The paramedic who attended the scene, said "it was a
very slow death"

Blackpool South Shore MC

Meet on the 1st Thursday of the month.
They are currently moving venues around
Blackpool, Fylde & Wyre
in a bid to take the club to a wider audience.
For details of future meeting
venues please email
enquiries@bssmc.co.uk

A View From The Shore

*News from Blackpool South Shore Motor Club
by Phil James*

A number of Blackpool South Shore Motor Club members took to the stages and the tests during August with varying degrees of success.

John Stone continued his pursuit of the top Protyre Asphalt Rally Championship prize when he contested the Old Forge Garage Mewla Rally in his Legend Fires Ford Fiesta WRC. Michael Gilbey was pressed into co-driver duties and the new partnership finished fifth in the overall standings and first ANWCC crew.

Matty Daniels was another BSSMC member in action on the Epynt Ranges event as he guided Wigan & District Motor Club's Adrian Spencer to a top twenty finish in his Subaru Impreza WRC. Chris Ford was another to record a top twenty finish here, bringing his Fiesta R5 home fifteenth overall co-driven by Neil Colman.

Closer to home Neil Wearden was another with a new co-driver on board as together with Mark Fisher he took a top twenty result on the Dinsdale Contracts Pendragon Stages. The pair had a huge scare when the brakes of their Hyundai i20 failed as they approached a square left whilst flat in sixth on a downhill section forcing Wearden to slow the car with the handbrake and gearbox.

Callum Cross had also been on course for a top twenty result on the Warcop event before a final stage excursion cost him and Paul Murro over a minute, demoting the Ford Escort Mk2 crew to 22nd place by the finish.

Stuart Ingham wheeled out his works replica Toyota Celica GT4 and by the end of stage two had improved on his seeded start number by more than twenty places! Sadly, that was as good as it got as he and co-driver Neil MacDonald were forced to retire following stage three after the wastegate diaphragm failed.

Quentin James and Tom Howe headed north in order to tackle Spadeadam Motor Club's Blue Streak Targa Rally in their Citroen C2 GT. They made a good start setting sixth fastest time on the opening Kirkhouse test, a former brick works near Brampton, and continued to set top ten test times throughout most of the day. An unusual feature of this year's event was a new test at Gretna that utilised tunnels under the M74 motorway but it was another new test at Longtown that caught out the Shore duo. A ten second time penalty here saw them slip down the order and they finished the rally twelfth overall, tenth in class.



Neil Wearden / Mark Fisher : Pendragon



Paul Murro / Callum Cross : Pendragon



Stuart Ingham/Neil Macdonald : Pendragon



James / Howe : Blue Streak

Photos Courtesy of www.pro-rally.co.uk



TYNESIDE STAGES RALLY

Sponsored by Glendinnings of Prudhoe

4th August 2019



Sunday 4th August I lost my rally virginity! At the Tyneside stages rally 2019

For my 21st birthday my mam and sister bought me the ultimate present of an experience day driving an Evo 6 rally car. Ever since then I've always wanted to go rallying but never thought I'd get the opportunity, 8 years later that dream finally came true. This weekend I competed in my first ever rally. It's been a ridiculous amount of work getting everything together needed to compete in a rally physically and emotionally but it's been 100% worth it! I normally hate borrowing things but I appreciate everyone who has lent me something to get me out on the stages.

It turns out I wasn't 100% prepared for what I was letting myself in for, everyone I spoke to said the Tyneside stages wasn't an ideal event for a rally virgin but I had set my goals high. Saturday's recce made everything sink in, it took 3 hours to complete the recce something I did not expect, it was enjoyable just driving the roads we were about to compete on they feel fast just at the 30mph never mind at rally pace. Experienced navigator Phil Kenny was running me through the notes, this is where you realize the seriousness of the situation with lots of the corners being fast (full throttle) and blind and some are blind but slow and only the navigator knows what's behind each blind crest!

Our day started with a very brief briefing and straight into stage 1, A very fast stage! Ideal for a beginner or not. After stage 1's a much needed pep talk from navigator Phil we agreed to take it steady and the aim was to treat it like a fast B road blast so Phil could get to know if I listen to the notes or not. We finish stage 1 46th fastest stage time of around 69 entries.

As the day goes on where driver and navigator build trust in each other, I become more confident in the notes and Phil becomes more confident in me listening he starts calling more corners as 'flat' where he wouldn't have before.... come stage 10 we set 23rd fastest stage time! Team work we were running 34th overall in the results and 4th in the 2000cc and over class against the 2.5 Millington escorts!

What an amazing day it had been. Until the final stage. The weather had been dry most of the day there was one stage that was wet but we had time in service to change tyres. We finish stage 11 and when driving to stage 12 'the final stage' we had a torrential downpour, being on medium compound slicks this was not ideal. We set off from the start and sparingly we still have decent grip in the corners. We come onto the straight no dramas but hit standing water at high speed the revs rise and from then on we are passengers... We spin and spin and spin until we hit a concrete drain. Destroying our right rear wheel and many other things lol.

It's not the end of the world and I'm not downbeat about it as we got a good days running and learnt a lot and had an awesome time doing it. Just means I have more work to do getting it ready for the next event

The biggest thanks goes to Phil Kenny for getting in with me and showing me the ropes, keeping us right and being a good laugh he couldn't get some notes out for laughing.

Cheers to John Marshall and his mechanics for lending a hand where they could. John is definitely the driving force behind getting me into the driver's seat so the crash is your fault

Thanks to the Scottish tarmac rally championship for having us in their championship.

A big thanks goes out to all those at Whickham and district motor club for all the advice they have given me over many beers many months before I even bought a rally car, it's all been a huge help.

Since I work for the Javelin track days sprint series and Japanese sprint series and know how much work it is to set up one of those events a massive congratulations goes out to the organisers for putting on a successful event the amount of Marshall's and man power required to run a day's rally is unbelievable!



Kirkby Lonsdale MC,
Eden Valley MC & Northallerton AC
DINSDALE CONTRACTS
PENDRAGON STAGES
Warcop Ranges

Steve Butler – Car 85 – Clitheroe & DMC

This is our third visit to the Pendragon Stages. At our first effort in 2017, we took a wheel off on the first stage. Fixed it (well Steve J did with help from another service crew) and carried on to win the Trophy rally. Not difficult, since we were the only ones in it. Last year, at our second visit, we rolled it, again on the first stage. I say we, but once again, Steve J takes all the credit for that. The enduring image of the Micra with its floor pointing the wrong way made it to the front cover of this year's safety manual! Anyhow, we (the royal we) fixed it with the copious application of tank tape and cable ties and carried on to finish and win another pot – Spirit of the Rally.

So, with that sort of history, there was only one aim this year – bring it to the finish without doing anything stupid. Spoiler alert; mission accomplished. So if you want tales of daring do and near misses, stop reading now. None of that here. Just some stuff about hot brakes.

Rally preparation was the usual affair – a visit to the pub, back to the lodge for barbecued steak and chips, a bottle of wine and a refreshing G & T. Very civilised us Northern folk, tha knows.

Car preparation consisted of changing the tyres from gravel to tarmac and washing the Greystoke dust off. Oh, there was talk of some welding on a sill. General maintenance, nothing more. Fuelled up and we're good to go. Yes, fuel. After this year's earlier visit to Warcop we don't talk about fuel.

We breezed through scrutineering, largely because Mr Woodcock didn't want to spend any more time in the presence of this fine example of Japanese automotive engineering than he really had to. It's only redeeming feature seems to be that it isn't French.

Weather wise, it was forecast to be a hot one. They weren't wrong. I think it got up to 32 degrees at one point. You don't want to be queued up in three layer overalls and helmet in those temperatures. I must have got through four litres of water. The heat meant that the tyres got up to temperature quick enough, but so did the brakes. By the end of stage 1 they were well and truly cooked. There wasn't enough meat on the pads and so they had to be changed before stage 2. Apart from the repairs usually associated with this event after stage 1, this was the most servicing I think our service crew (Steve J. I loosened the wheel nuts) has done. Consequently, stage 2 was used for bedding in some new pads. Not ideal, but better than approaching one of those chicanes with the rather substantial looking concrete blocks at 80mph with all the braking efficiency of a wet bog roll.

Gradually the brakes settled in to the point that they only became borderline cosmetic at the very end of each stage. They would have looked good in the dark. It's a little disconcerting when you're flat out in fourth, downhill to a 5L over the finish and you say to your driver "Check your brakes for this 5L" and he replies, cool as you like, "we haven't got any brakes". We made it. Obviously.

After many years of trying to convince Steve to invest in some decent rubber, for the last couple of seasons we've been on some proper tyres. Yokohama summat or other. All I know is, they grip like hell when they're up to temp. The problem now is that we're going faster and need to brake more, hence the issues. I can see how this rallying lark can get expensive. Over the years we've gone from a 998 (F1000 car) to a 1275. Quicker car, need better tyres. Even quicker, need better brakes. Then even quicker, need expensive shiny suspension, etc, etc, etc. Ad infinitum. As the saying goes, if you want to make a small fortune out of rallying start with a big fortune.

Back to the rally, following stage 2 there was something of a timing issue. Not engine timing, but rally timing. Long story short, after a quick call to rally HQ to confirm my suspicion that our appointed service out time for stage 2 was way too late, we were told to get in as soon as possible and tell anyone around us to do the same. The consequence of that was that the field partly re-seeded itself and instead of being at the back of the field, we were in the middle of it. Our apologies to anyone we held up, but Steve did drive most of the next few stages on his mirrors and pulled over as quickly as he could. We also let quite a few through at arrival/par ferme in the "dead time". In the queue for the start it was a case of, "do we want a Civic Type R up our chuff?" No. Come past. Who's next? Subaru. No, come past. Next? Skoda Felicia. That's fine, he can stay there.

Melting brake pads aside, it was a largely uneventful event for us. Steady away gradually improving times. Just not quick enough to trouble the trophy engravers, which is fine by us. Only really in it for the fun and a weekend away with some mates and a catch up with folk we only see at rallies. Top 50 finish (49th) out of 86 starters is fine by us.

Rally timing issue aside, (stuff happens – as an organiser myself, I know) the event was thoroughly enjoyable. Many thanks to the organising team for a cracking rally and, as always, to the marshals for coping with the tropical temperatures. To anyone reading this who hasn't competed at Warcop, give it a go. You won't be disappointed. I'm sure we'll be back next year.



Photos Courtesy of www.pro-rally.co.uk

Steve Johnson/Steve Butler – staying the right way up this year. Car 85 – Indestructible 1275 Micra

Kirkby Lonsdale MC,
Eden Valley MC & Northallerton AC
DINSDALE CONTRACTS
PENDRAGON STAGES

Warcop Ranges
25th August

Top Five For Bird On Pendragon

Six weeks after taking a superb victory on home ground at the Greystoke Stages Rally, it was back to local action when Penrith-born driver Frank Bird contested the Dinsdale Contracts Pendragon Stages Rally based at Warcop in Cumbria and came away with a battling top five place.

Back on asphalt on the fast military ranges around Appleby, for the second time in as many rallies, the 20-year-old Cumbrian along with Hexham co-driver Jack Morton in the Dom Buckley Motorsport/IRS-prepared Ford Focus WRC07, with backing from Frank Bird Poultry, Be Wiser Insurance, Fuchs Silkolene, PBM and Hager, were awarded a notional time after an incident involving another competitor on the opening stage.

The time loss dropped the pair down to 50th place overall and effectively ended their chances of victory, but despite the handicap, they set about clawing back as much of the deficit as possible, despite a mechanical issue with the car.

A loss of hydraulics on the way to SS1 meant Bird had to resort to the manual shift for the entire event but amazingly set second fastest time on SS2 and went third quickest on the next stage to move up to fifth overall.

A battling performance over the remaining four stages saw him reach the finish maintaining a top five placing and rueing what might have been had he not had the issues with the transmission on the car but took second in class as a consolation.

Frank Bird: *"Where do I start? We had hydraulic issues right from the start which meant I didn't have launch control or paddle shift, so I had to use the spare manual gearbox. That meant we were losing time to our competitors all day so fifth was the best we could really hope for. I really enjoyed all the stages; some bits were very challenging, but it also had some high-speed sections which I enjoy. We had good pace without the issues so was a bit of a shame. Thanks to the team who were flat out trying to fix the issues all day. Thanks to Jack who was mega on the notes and my dad and our sponsors of course."*

A man sees a sign outside a house: 'Talking Dog For Sale'... He rings the doorbell, the owner appears and tells him the dog can be viewed in the back garden.

The man sees a very nice looking black labrador sitting there.

"Do you really talk?" He asks the dog.

"Yes!" The labrador replies.

After recovering from the shock of hearing the dog talk, the man asks, "So, tell me your story?"

The labrador looks up and says, "Well, when I discovered that I could talk I was pretty young and I decided that I wanted to help my country so I joined the SAS, In no time at all they had me jetting from country to country and sitting in meeting rooms with world leaders, because no one could imagine that a dog would be eavesdropping.

I was one of their most valuable spies for eight years. But the jetting around the world really tired me out and I knew I wasn't getting any younger, so I decided to leave the SAS and settle down. I signed up for a job at Heathrow Airport to do some undercover security work, wandering near suspicious characters and listening in. It was a great job and I uncovered some incredible dealings and was subsequently awarded several medals. Then I got married, had a few puppies and now I've just retired."

The man is amazed. He goes back into the house and asks the owner how much he wants for the dog.

"Ten quid!" The owner says.

"£10? But this dog is absolutely amazing ... why on earth are you selling him so cheaply?"

"Because he's a lying sod. He's never been out of the garden since he was a puppy!"



Photos Courtesy of Eddy Kelly

OLD FORGE GARAGE MEWLA RALLY

in association with Brian Dennis Motorsport



Cole's record-equalling Epynt victory makes it winner takes all on Protyre Asphalt Rally Championship finale

Damian Cole scored a sensational record-equalling sixth Old Forge Garage Mewla Rally victory in his Get Connected/Energizer-backed Ford Fiesta WRC (Sunday 25 August) – setting the scene for a winner takes all title decider on the final round of the Protyre Motorsport UK Asphalt Rally Championship next month.

Victory was made all the sweeter by the fact that Cole was partnered by Paul Spooner, who had guided him to his first Mewla Rally win in 2008. It was also the perfect 60th birthday present for the experienced navigator.

It was also the Abergavenny driver's 23rd rally win on Epynt, equalling the all-time record also set by John Price almost 20 years ago.

Having worked tirelessly to get his Fiesta WRC working as he likes it, particularly on the suspension set-up and sensitive throttle mapping system, Cole began the Epynt Motor Club organised event at a blistering pace – setting fastest time on each of the opening three stages to establish a 13 second lead. He remained unbeaten for the first seven stages in fact, although a spin on the grass in the German Village illustrated how hard he was pushing. Both the pace of the rally and the heat of the day were ferocious as crews arrived at mid-day service, where Cole had already edged out a very cool 29 second lead.

From then on, Cole consolidated his advantage, maintaining that exact margin until finally allowing himself to ease off on the final loop of three stages. With all the hard work executed to perfection, Cole's 19 second win was confirmed at the podium celebrations at the Royal Welsh Showground.

After the first loop of three stages, reigning Asphalt Rally Champion and last year's Mewla Rally winner Jason Pritchard was down in third, 23 seconds behind Cole. An incorrectly mapped ECU was slowing his North Road Garage Ford Focus WRC05, with valuable seconds lost setting off from each stage start and accelerating out of every junction and tight chicane. At each service halt the team fought to solve the problem, and on each loop Pritchard and co-driver Phil Clarke fought to minimise the time lost – often because one cure had created a new problem.

Pritchard had managed to move up into second position by mid-distance, but the afternoon saw more electronic-related fuel pump and pressure problems, with the car sluggishly getting off the start line and then cutting out near the end of stages. It cut out right at the end of the final stage, and not reaching the podium in Llanellwedd would have been an all-too cruel way to end his title defence. But thankfully the car kept going, and second place was an exceptional result under the circumstances.

Bob Fowden was back to his Epynt best, setting a scorching pace in his Comline Auto Parts/NGK-backed Subaru Impreza WRC S11. He and co-driver Den Golding might have been the most experienced crew on the event, but they never stopped experimenting with settings in an effort to make the car handle even better – although a stiffer set-up contributed to Fowden having his first moment in more than 40 years of competition on the Burma Road. They held second in the morning, dropped to fourth at mid-distance and fought back to finish third, ending the event by setting fastest time on the final stage. Having spent two years getting the Subaru back to where it was before a fire caused considerable damage to it on the Manx National Rally, it was fantastic to see Fowden back to his vintage best.



Photos Courtesy of RallyGallery.com

Continued on page 23

Having only been to Epynt once before, Alan Kirkaldy was on brilliant form in his Cairnsmill Caravan Park-backed Ford Fiesta R5. New suspension had transformed the car, and he and an unwell co-driver Cameron Fair moved up to third overall after a great run over the New Road (SS7). They did get held up by a slower car a few stages later, meaning that from then on fourth place was the more likely finishing position, and fastest time on the penultimate stage was just reward for a fantastic performance. The result also secures them the Asphalt Championship R5 class title.

John Stone is no Epynt expert either, although he was pleased to arrive in mid-Wales after a marathon Bank Holiday drive from his home in Blackburn. Together with **Michael Gilbey**, he started well and was pushing hard from the start to establish himself well ahead of many of the locals in fifth. He kept pushing hard right until the end, and running wide on a corner and almost going off on the final stage was testimony to that – but Stone survived to bring his ex-Mikko Hirvonen Legend Fires-backed Ford Fiesta WRC home in fifth. His title chances are now over, although he can still finish second.



Darren Atkinson clinched the Asphalt Championship class B13 title in stunning style by coming home the top two-wheel drive competitor in sixth place in his Atkinsons Sandblasting/Dennison Trailers/S&W Fabrication-backed Ford Escort Mk2. The Lancaster driver's last visit to the famous military range was in 2014, when he scored a top 10 result on the Tour of Epynt, and he was simply sensational to watch this time again. Atkinson attributed a lot of his new-found grip to swapping to Pirelli tyres, which clearly suited him and the car, and finishing sixth overall with **Phil Sandham** on the notes was an incredible achievement.

John Devlin also puts in a very strong case for star driver of the day. The Banbridge man had never been to Epynt before, but was utterly committed to the notes read by John McCarthy and felt right at home over the blind crests and big jumps that have spectacularly caught out a multitude of crews over the years. Having been on the outskirts of the top 10 all morning, he moved up the leaderboard in the afternoon to steal seventh place on the final stage after a magnificent Epynt debut in his Ford Escort Mk2 – a result which gives him the class B11 title.

Phil Turner's bad luck continued when a coil pack problem caused a severe misfire with his Toovey Race Engines/ST Motorsport-backed Escort Mk2 on the opening loop of three stages, costing him well over a minute. Co-driven by **Terry Martin**, Turner fought back and towards the end was able to overtake Graham Hollis – who hadn't even sat in his Escort Mk2 since the Rallynuts National Tour of Epynt back in March, but was still driving superbly well. Turner finished eighth overall and second in class, while Hollis finished 11th overall and third in class, while his navigator Ashley Trimble is confirmed as B11 co-driver champion.

Geoff Glover/Keith Barker survived a near miss on the opening stage in their rear-wheel drive Astra and ended the event with an oil leak worry that thankfully didn't materialise into anything serious. A fourth place B11 points finish keeps them second in class. It wasn't a good day for Richard Merriman/Kath Curzon, who reportedly hit something solid in the German Village in their The Roof Hub/Touchline-backed Darrian T90. Paul and Julian Doroszczuk couldn't wait to let their new 301bhp normally-aspirated Cosworth engined Drockspeed Motorsport Escort Mk2 loose on the ranges, but a sheared alternator bolt brought their event to a halt at mid-distance.

Phil Turner/Simon Anthony had a good run to ninth in their Mitsubishi Lancer Evo 9, while Gary Le Coadou/Bill Paynter completed the top 10 in their Hyundai i20 WRC. It wasn't exactly a trouble-free day, as an issue with the launch system meant that they had to start each stage in road mode, before putting the ex-Dani Sordo car into stage mode – but at least it was better than stalling the engine, which is what happened on the early stages.

Adrian Spencer/Matt Daniels enjoyed a good return to the Asphalt Championship in their RED Industries Subaru Impreza. It might look like a WRC S11, but it's powered by a two-litre engine. They snapped the handbrake at the Llandeilo'r Fân Triangle in the afternoon, but it didn't prevent them reaching the finish.

It had also been over a year since Richard Clews' last event, and he too started well in his unmistakable ITG Air Filters Subaru Impreza. Switching to used harder compound tyres in the afternoon helped, and together with Hamish Campbell he was delighted to have finished all the stages – and was on the road section to the finish when the engine overheated and he was forced to retire.

Having retired from the Tour of Epynt with what turned out to be a gearbox ECU issue, Nigel Jones was back in his ex-Petter Solberg Subaru Impreza WRC S9. Co-driven by the experienced Aled Davies, a change to softer springs had improved the car and he was going well until an oil leak in the transmission put him out.

James Ford made a late entry in his Escort Mk2 and was going well with Dale Bowen on the notes until brake problems forced them out at service after SS6. James' father Chris Ford lost time having to drive five miles on a rear puncture, but together with Neil Colman upheld the Century Autosport fortunes with a good 15th place finish in his Fiesta R5.

Rhidian Daniels/Tomos Whittle survived a scare when their JJ Aggregates-backed Citroën C1 Max went onto three cylinders on SS7. They were able to cure the problem and pushed hard towards the finish to secure the Asphalt Championship class B10 title. Dai Roberts/Pete Phennah started extremely well in their Peugeot 205 GTi, although they had to ease off to avoid disaster on SS10 when a bonnet pin broke. Having won the class on the Carryduff Folklift Down Rally, second place points was a great result for Roberts on his first full Epynt rally as a driver. Adrian Drury/Cat Lund had a day of problems in their Drury Deliveries Peugeot 106 GTi, beginning when an engine seal leaked oil onto the exhaust. They then lost first and second gears, and after that was fixed a crank sensor problem reared its head, probably caused by a faulty wire – but remarkably they survived to finish third in class.

Having successfully defended their class B12 title, Mike Pugsley thought that he was about to record his first retirement in three years when he picked up an engine problem in his 1974 Escort Mk1 RS2000. Luckily he was carrying a spare cam follower and was able to replace it in service, meaning that he and Marc Clatworthy were able to re-join after incurring penalties for missing a few stages to score their fourth class win of the year.

Will Mains recorded his perfect fifth maximum score of the series to be confirmed as 1400S champion. Co-driven this time by Sion Jones, the Llandysul driver wished for more power from his orange Ray Thomas & Sons/WCS Environmental-backed Vauxhall Nova on the long straights – although he did finish 19th overall and won Class 1 on the event by 5 minutes 25 seconds!

Andy Woodward was contesting his first event since breaking a vertebra in a crash on the Tour of Epynt, returning in a very smart Renault Clio R3. Unfortunately, he had to withdraw before the final loop of stages, as his co-driver Tom Bowen was unwell. David Longfellow/Mark Broadbent also failed to make the finish, their Subaru Impreza stopping with a broken driveshaft.

Damian Cole (1st) said: "It's an honour to have now won as many Mewla rallies as John Price, and to have won as many rallies on Epynt as John as well. I never thought that when I started rallying and John was winning everything, that one day I'd equal his record. The car has been faultless all day. We've done a lot of work on the car's set-up and the Fiesta WRC is now so much easier to drive. We've also re-mapped the throttle as well, so it's not so aggressive as soon as you touch the pedal, and that's made a big difference because the car is so much better in all the chicanes and tight corners. We've been fastest or joint fastest most of the day, which allowed us to back off on the last loop because by then we had a twenty-nine second lead and there was no point trying to be a hero. The sheep were starting to run about, and we eased off over the bigger jumps a bit. It makes the battle for the Asphalt Championship very interesting, because it's winner takes all on the Cheviot now."

Jason Pritchard (2nd) said: "We've not really had a clean stage, so it's good to come home second after such a troublesome day – I think we can say that we've made the best of a bad situation. The power difference really showed today, because even without our issues, I think it would have been very difficult for us to beat Damian [Cole] today, because he's got the ultimate car for Epynt. We were five second down just going through the German Village, it's just point and squirt in there and there isn't anything I can do about that. The fight for the Asphalt Championship title is down to the final round, and I hope it's wet on Otterburn, because the power difference really told today."

Bob Fowden (3rd) said: "The fire on the Manx National two years ago was a huge set-back, but we've finally got the Subaru working again. We finished second to Damian [Cole] on Epynt a few weeks ago and third here on the Mewla isn't too bad – I'm quite happy with that. You certainly can't blame the car! We have been experimenting with set-up all event and in most cases the stiffer bars that we have been using worked well. For the last three stages we tried an even stiffer rear bar and it didn't work, it caused the car to understeer, so we weren't as quick on the final three stages as we had been on the three prior to that, but we had to try a few different things. We have been pushing hard today. In all the years I've been rallying, I've never had a moment before on the Burma Road, but we did today!"

As always, action from the stages was broadcast live during the event, with expert commentary and analysis from Howard Davies and Gemma Watson. This footage can still be viewed on the Special Stage Facebook page.

The final round of the 2019 Protyre Motorsport UK Asphalt Rally Championship is the overall title-deciding Ford Parts Cheviot Stages Rally, which takes place over the Otterburn ranges in Northumberland on Sunday 22 September.

Old Forge Garage Mewla Rally

Top Protyre Motorsport UK Asphalt Rally Championship overall finishers

1. Damian Cole/Paul Spooner (Ford Fiesta WRC).....1h 02mins 21secs
2. Jason Pritchard/Phil Clarke (Ford Focus WRC05)....1h 02mins 40secs
3. Bob Fowden/Den Golding (Subaru Impreza S11 WRC)....1h 03mins 05secs
4. Alan Kirkaldy/Cameron Fair (Ford Fiesta R5)....1h 03mins 30secs
5. John Stone/Michael Gilbey (Ford Fiesta WRC)....1h 04mins 52secs

OLD FORGE GARAGE MEWLA RALLY

in association with Brian Dennis Motorsport

Old Forge Garage MEWLA RALLY

Terry Martin : Clitheroe & DMC

Well, as with all these things, it starts with a phone call, Brandon "one of my mates is after a co-driver for the Mewla, can you fit him in? will be a good ride." As I've not been up to the ranges, and its in a quick Escort, I agree.

The driver is Phil Turner, car a 2.0 300BHP Mk2 Escort with all the right bits on, we had probably met before, when I had sat with his mate (Roger Hicks) a few years ago, and we seemed to get on after a few phone calls, so all looked good.

Saturday, day before the rally, we meet up at Builth Wells show ground for the recce, and scrutineering, the recce goes well, and I've plenty to alter on my notes, no problem with scrutineering, all done and dusted for 4.30. Time for a couple of beers at the hotel.

Sunday. Thirteen stages, and using virtually every road on Eypnt, its a superb route. Tyre choice was a bit of a problem, its 28 C and going to get hotter, Phil and team manager (ST Motorsports) Sean decide on mediums for the fronts and hard rears, three stages then service. SS1 down past the tank, up through the quarry, back up to Dixies, Phil's driving well the notes working well, we seem to gel straight away. 13th fastest, and 2nd in class. Second stage goes well again, plenty of air over the jumps, third stage, 8.9m and out to the new road, starting at Piccadilly, and into the German village, the car develops a miss fire, still seven miles to go, I ask Phil if he wants to switch her off and pull over to save the engine, he decides to push on as best as possible, we get caught by an R5 after seven miles, we leave the stage finish, the car is running fine as low revs, and Phil suspects the potentiometer, but were down to 19th o/a 43rd fastest on that stage!

In to service, Sean plugs in the lap top, Mark sorts tyres and fuel, Phil adjusts the Riegers, Sean finds the problem, faulty coil pack, we have a spare, off we go to do the same three stages again, 13th 12th and 10th fastest back up to 16th. Car handles like a dream, stops on a six pence, and pulls like a train, Phil is in the zone (as he calls it) SS7 a proper long one, 2 & 3 joined together, 11th fastest up to 12th. 3rd in class only 8 seconds off 2nd in class but 45 seconds off the class lead.

Lunch halt, Phil debates on buying some new rubber, I talk him out of it, save him four hundred quid, (that will pay for my wine bill next year) six stages left, 8th fastest and 10th o/a 3rd in class, that was quick, notes are working brilliantly, and Phil's commitment is awesome, back for the last service, then the final three stages. Stage 11, we take 21 seconds out of the class leader in 8 miles. 8th fastest and up to 9th o/a. Two left, but only seven miles to claw back 10 seconds, we manage 3 seconds, but move up to 8th overall but second in class, were more than happy with that, but rue the miss fire on SS3, with out that we would of been 7th o/a and first in class, but that's rallying, we still had a brilliant day, and a really good laugh as well, which is what its all about.



Photo Courtesy of RallyGallery.com

**Phil Turner Terry Martin.
Escort 2.0 : ST Motorsport : Toovey Engines.**

OLD FORGE GARAGE MEWLA RALLY

in association with Brian Dennis Motorsport

Old Forge Garage MEWLA RALLY

Mark Broadbent : Airedale & Pennine MCC

We entered the event wanting a finish after two starts and two DNF's competing at Epynt - at the Tour of Epynt 2018 it was the brakes and in this year's edition, it was a loose coil pack causing a misfire.... but this event would be different!

Or so we thought.

Saturday was recce day which was important for all the usual reasons, but mainly because there was a new stage we had not driven competitive before. A very fast stage used as SS1 which needed good reference points for braking as well as careful notes for the many crests which featured. Three other sections of roads were used in the event and we revised the notes we had previously made to ensure we were happy and confident with everything after the second recce loop. Scrutineering was efficient and we even had time for a pint in Builth Wells before leaving.

On to Sunday and 13 special stages split by four services. It was a scorcher of a day and the first time I had ever been to Wales and not seen a drop of rain! As a result, the tyres we were using were a little soft for the conditions and we were concerned they could be finished at the end of the first loop - SS3 featured some heavy breaking, high speed, downhill sweeping corners with high grip tarmac which could easily cost us plenty of time if we didn't have good grip.

SS1 was a tough one for me as I seemed to be late on a couple of calls early on.. We lost confidence on a quick section and hemorrhaged time, losing 30s to the Ford Escort seeded 37th behind us.

SS2 and a better performance from myself and renewed confidence from Dave. Tricky section at the end of the 3 mile stage but we completed it as quick as we ever have.

SS3 came next which was 8.8 mile in length and made the longest stage of the event. Through the German village then down over the famous bridge before a climb up to the top of the hill where we drive what we named as Pu**y Corner... because Dave never takes it flat!

A clean stage and finally felt the rhythm which we had at the last event in Otterburn - pleased with progress but of course some corners which we could make time up!

20m service next with nothing to do, then a repeat of the loop. 34th overall now which was on target for an eventual, hopeful 20th overall finish.

SS4 was far quicker - better calls from the notes, renewed confidence and flat over crests. Every corner felt better, more committed and more importantly quicker - 14s quicker than SS1 which was pleasing.

SS5 turned out to be our last. Quick start up to the famous triangle featured on the Special Stage Facebook coverage. Pulled the handbrake but with high grip tyres now very warm with the Welsh sun beaming on the tarmac all morning, the Hankook's gripped and the handbrake did nothing. The car drove round crashing the sill on the junctions camber, lifting a rear wheel in the air. When it next came in contact with the road, the rear drive shaft snapped. We limped to the end of the 3m stage and made a decision to park it. We had no spares with nothing to achieve without one. Disappointing but nothing anyone could do - rallying can be a cruel mistress at times and today we felt it.

So three starts at Epynt and three DNF's. Brakes, coil and shaft now - we are running out of things to break!

Of course - thank you to the service crew which included Daniel Ward.

Next event on the calendar is the Ford Parts Cheviot Rally on 22nd September. Looking forward to a finish and to better our previous result there earlier this month. Tall order with the Protyre Championship contenders taking part

David Longfellow and Mark Broadbent : Airedale & Pennine MCC



Bala and District Motor Club Minafon Garage Gareth Hall Memorial Rally Trawsfynydd Ranges 18th August

Charity wins again at Local Rally

The weekend of the 15th of August saw the 15th running of Bala and District Motor Club's Minafon Garage Gareth Hall Memorial Rally at The Trawsfynydd Ranges

As is becoming a tradition with the event, the rally sets out to raise as much money as it can for The North Wales Air Ambulance. As ever former Proton and Nissan works driver Geoff Jones raffled his navigator's seat with this alone raising £950, added to this was the spectator car park admission money and generous donations from Dave Paveley of North Wales Honda and Myfyr Owen of Clwydian Cars making a whopping donation of £2200 to this worthy cause!

29 cars entered the rally with 26 making the start. The rally was initially a close battle between the local crews of Len Jones / Don James and Meilyr Evans / Telor Pugh from the Machynlleth area, both in MK2 Ford Escorts. After a rare mistake from Jones early on however Evans / Pugh went onto win the rally by 21 seconds. Finishing second overall in a newly acquired Subaru were Josh Taylor and local navigator Heather Merrison, with Geoff Jones and Raffle winning navigator Nicola Nieroda taking the third podium spot.

Fourth spot went to the local crew of Gethin Sharp and Kate Bannister in another Subaru, followed by Dave and Eryl Pritchard from Bala. In the up to 2 litre class the 2 final class awards were taken by Len Jones / Don James and Hywel Davies / Simon Jones. Taking the over 2 litre class were Josh Taylor and Heather Merrison in their Subaru, followed by Geoff Jones / Nicola Nieroda and Josh Taylor / Heather Merrison to 2nd and 3rd in class.

The up to 1600cc class was taken by another local crew – Geoff McQuilling / Stephen Landen followed by the Bala father and son pairing of Julian Birley and James Birley. Taking the honours in the up to 1400cc were Alan Evans / Rhys Jones, with Denbigh's Brynli Thomas partnered by Catrin Price taking the Road Rally Class.

Top Ten Results

Meilyr Evans / Telor Pugh Ford Escort 20.15
Josh Taylor / Heather Merrison Subaru 20.38
Geoff Jones / Nicola Nieroda Ford Escort 20.48
Gethin Sharp / Kate Bannister Subaru 20.48
Dave Pritchard / Eryl Pritchard Ford Escort 21.16
Ross Leach / Hannah Davison Subaru 21.38
Geoff McQuilling / Stephen Landen Honda Civic 21.54
Len Jones / Don James Ford Escort 21.59
Hywel Davies / Simon Jones Ford Escort 22.08
Adam Williams / Rachael Atherton Subaru 22.27

Class Winners : Class 1 up to 1400cc Alan Evans / Rhys Jones. Class 2 up to 1600cc Geoff McQuilling / Stephen Landen. Class 3 up to 2000cc Dave Pritchard / Eryl Pritchard. Class 4 over 2000cc Josh Taylor / Heather Merrison. Class 5 Road Rally Car – Brynli Thomas / Catrin Price



Photo courtesy of G Price Photographs



Photos courtesy of Dan Nieroda

Birchall wins at dramatic BXCC Bovington event

BRITPART

British Cross Country
Championship



Justin Birchall and Jonny Koonja got their Britpart BXCC championship season back on track with a win at round four which was held at Bovington in Dorset, a venue which lived up to its reputation for causing drama.

Jason Rowlands set the pace on day one in his Can-Am X3 with fastest times on six of the seven runs of the course. His father Paul Rowlands was fastest on one run and was in second place up until run five when the drive belt broke, costing him around five minutes

Birchall was in third place early on but moved up to second at the end of day one. Ryan Cooke had a good day one to finish in third position overnight.

The opening day didn't go so well for some crews. Mark Jacques, who was leading the championship going into round four, had a locked transmission on his Lofthouse LS3, Richard Green's Bowler stopped with a broken fanbelt, Chris Speakman had broken suspension on his Yamaha and Andy Degiulio's bad luck continued with a snapped shaft on the transmission of his Milner R5.

Jason Rowlands continued to head the pack on the first run of day two, setting the fastest time of the event to extend his lead. It all went wrong on the second run though, a ball joint breaking as he approached the finish line causing the car to hit a bank before stopping in the course. Despite his father completing his runs and trying to use parts from his own car to effect a repair Rowlands was unable to continue and had to take maximums for the rest of the runs, dropping him to 12th place.

Birchall was now in the lead and he survived the rest of the day to win by almost three minutes.

"The crash at Sweet Lamb put me under pressure to get a good result at Bovington," said Birchall. "I had a good lead there and then put the car on its roof when backing off on day two. I had to get my head into gear for Bovington, especially with the venue changing to the southern site a few days before. We did a few suspension tweaks on day one to try and improve performance over the bumpy terrain.

The course dried out for day two which was in our favour and with the Rowlands' cars having problems we managed to get the win."

Paul Rowlands was left regretting the broken belt on day one as he finished in second place, despite being fastest on three of the five runs on day two.

"We'd been in second place behind Jason but then we had to stop to replace the drive belt. It took around five minutes to change it which dropped us to fourth overnight and, with Jason's ball joint problem, possibly cost us the chance of a win."



Continued on page 29

BXCC Bovington : Continued from Page 28

Ryan Cooke's event ended in disappointment with his Milner LRM-1's engine dumping its oil shortly before the finish of the final run. The resulting maximum dropped him to fourth place overall which meant that Phil Bayliss was promoted to third, his third consecutive third place.

"I'm happy to get third although not in these circumstances," said Bayliss. "I was happy to be in the fifth place I was in at the end of day one, especially with Bovington being a very tough venue on the cars, so to end up with third is great. We had an alternator belt break on day one but luckily we had a spare with us so could do a repair on the course. On our final run I decided to push to try and beat our fastest time but around a third of the way in I drifted wide over a banking and into a drain hole. The radius arm bent and cut through the brake pipe which caused a loss of brakes but we managed to get round."

Mark Jacques recovered from his day one issues to finish fifth. In sixth, and first BXC Trophy driver, was Oisin Riley in his Polaris.

"I'm pleased with the result," said Riley. "It was a good course which suited our type of car, I enjoyed the experience."

After missing the previous round Steve Smith returned in his JRG Clio V8 to take seventh. Harry Nicoll and Emily Sibley were eighth and first in class in their Tomcat on what was Sibley's first time navigating.

Although they are more used to competing in endurance events Spanish crew Jesus Navarro and Raquel Dorado finished ninth and first in class in their McRae Enduro, the first time this make of car has raced in the British Championship. Another car making its first British Championship appearance was the Dacia Duster of Future Terrain team George Frost, Hannah Collins and Sean Whatley.

Rounding off the top ten was a Bowler Bulldog with driving duties shared by Richard Hayward and Greg Macleod, a result achieved despite suffering broken steering on day one.

With Rob Bool's car not fixed after a fire at Sweet Lamb his usual navigator Victoria Vaughan raced her own car and finished 11th overall.

Richard Green and Richard Griffiths were 13th and first in class after overcoming their fan belt problem on day one. Chloe Jones and Chris Alridge took their QT 88 to 14th, Jones now recovered after ending the previous round in hospital in severe pain.

The final finishers were Richard Lane and John Tomley in a Land Rover Defender. Lane is a road tester for Auto-car magazine so it will be interesting to read how his Bovington experience compares to testing supercars in exotic locations!

The championship will resume in September at a new site in Whaddon. For more information please visit crosscountryuk.org. For pictures from the event please visit www.facebook.com/songasportoffroad. Video coverage from the event will be available on www.youtube.com/specialstage.

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

Top 10 results:

01. Justin Birchall/Jonny Koonja (Lofthouse Freelanders) 01:32:07
02. Paul Rowlands/Neil Lloyd (Can-Am X3) 01:35:01
03. Phill Bayliss/Lance Murfin (Land Rover Special) 01:39:45
04. Ryan Cooke/Darren Cooke (Milner LRM-1) 01:44:21
05. Mark Jacques/Adam Nicholson (Lofthouse LS3) 01:45:57
06. Oisin Riley/Philip Richards (Polaris RZR XP1K Turbo) 01:46:13
07. Steve Smith/John Griffiths (JRG Clio V8) 01:48:19
08. Harry Nicoll/Emily Sibley (Tomcat 100) 02:02:56
09. Jesus Navarro/Raquel Dorado (McRae Enduro) 02:06:44
10. Richard Hayward/Greg Macleod/Charlotte Macleod (Bowler Bulldog) 02:07:41



Challenging return to action for Tony Lynch

Wigan racer Tony Lynch endured a challenging return to action in the opb Motorsport Retro Rallycross Championship as the series headed for Lydden Hill for the fifth round of the season.

Tony and his Landsail Team Geriatric outfit headed for the famous Kent circuit ready to debut an upgraded version of the Toyota MR2 it acquired over the winter, with the team having missed the double-header at Pembrey back in June as modifications were carried out.

With a new, more powerful engine and upgraded AVO suspension parts fitted to the car, Tony hit the track for the opening practice session eager to see what impact the first stage of development would have on the car.

After coming through practice unscathed, Tony finished the opening qualifying heat second in the Retro Rallycross class and then finished third in heat two – posting his quickest lap of the weekend in the process.

It left Tony sitting second in class heading into the final qualifying heat, but checks on the engine before that heat showed an oil seal leak on the new unit.

With the engine being used for the first time, the decision was taken to withdraw the car from the final heat and from the remainder of the event to avoid potentially terminal damage to the new motor.

Whilst that meant an unfortunate – and rare – DNF for Tony and the team, there was plenty of cause for optimism about the remainder of the campaign, starting with a return to the Pembrey circuit in Wales next month.

"As a racer, it was tough to make the call to withdraw after the second heat and there was part of me that wanted to continue and hope that the engine would be okay," he said. "However, given the investment that we have made in recent months, it simply wasn't worth the risk when this is a year that is all about development for us rather than chasing wins and a championship title.

"While the end result isn't what we were looking for, there are plenty of positives for us to take away from the Lydden Hill weekend. The initial pace with the new engine was good and we were getting quicker, and the new suspension had also improved the handling of the car.

"It shows that we are moving in the right direction and I think we can be confident that good times lie ahead."

The Lydden Hill meeting was the first outing for the team with Landsail Tyres as title sponsor, with the Toyota running in a new-look livery that will now be in place for the remainder of the 2019 campaign.

"We're proud to have joined forces with Team Geriatric,"

Leigh Melling, Brand Manager for Landsail Tyres said. "Tony and the team have a winning mentality and we're thrilled to be able to help them compete in this year's Retro Rallycross Championship.

"The car already looks great in Landsail colours and just as millions of UK drivers trust Landsail tyres, we trust Team Geriatric to deliver success on the track!"



Sprint & Hillclimbing August

With Nigel Fox

Just the one event to report on this month, the Longton and District Motor Club single lap sprint at Three Sisters.

I decided to take my trusty old camper van, now in it's eleventh season of motorsport and far from new when I bought it. Just a couple of other vans in the paddock enduring heavy overnight rain. By morning though it was warm, overcast and humid, with thunderstorms promised in the afternoon.

For some reason there were only 43 entries, maybe due to the holiday season but low entries means more runs!

As usual I was in the Formula Ford class with Geoff Ward and Peter Ibbotson for company. Clerk of the course Graham Tetley ran the event in a wonderfully relaxed manner with one practice and two timed runs before lunch and a further six timed runs after lunch.

Competition in the Formula Ford class was quite close and I was within a tenth of a second of Geoff Ward's best for much of the day until he showed me how it should be done with a half second improvement on the last run of the day. So it finished Geoff first, me second and Peter Ibbotson a second behind me.

After the final run I drove straight to the trailer and got the car under cover before a massive thunderstorm and downpour arrived.

The thunderstorm followed me up the M6 with heavy rain and speeds down to 30mph. It couldn't spoil a great day of motorsport however, brilliant organisation and great company.

Finally congratulations to Craig Powers who set fastest time of the day in his motorcycle engine single seater. Craig seems to have been beset by technical problems all season and it was a well deserved win.

Next month I'll be reporting on a couple more events at Three Sisters and the Liverpool Motor Club Autumn Sprint at Aintree. Details of forthcoming events are in this edition of *Spotlight*. Why not come and spectate, marshal or even take part?

Nigel Fox : Clitheroe & DMC

Ever since I was a child, I've always had a fear of someone under my bed at night. So I went to a shrink and told him: "I've got problems. Every time I go to bed I think there's somebody under it. I'm scared. I think I'm going crazy."

"Just put yourself in my hands for one year" said the shrink. "Come talk to me three times a week and we should be able to get rid of those fears."

"How much do you charge?"

"Eighty pounds per visit," replied the doctor.

"I'll sleep on it," I said.

Six months later the doctor met me on the street. "Why didn't you come to see me about those fears you were having?" he asked.

"Well, eighty quid a visit, three times a week for a year, is £12,480.00." A barman cured me for £10.00. I was so happy to have saved all that money, so I went and bought myself a secondhand Audi."

"Is that so?" With a bit of an attitude he said, "And how, may I ask, did a barman cure you?"

"He told me to cut the legs off the bed. Ain't nobody under there now."

It's always better to get a second opinion.

Your mind is a garden, your thoughts are the seeds. You can grow flowers or you can grow weeds.



three sisters
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Pendle & DMC Scammondon Dam Hillclimb 17th August

Geoff Clark

Saturday the 17th of August started on a poor note as the weather didn't look to swift and was raining as I was en-route to Scammondon.

On arrival everything was a bit cramped, as the field a lot of people usually park in was somewhat muddy with some 6 inch deep ruts in the mud. Gradually the weather improved despite a small shower near dinner time, so the track eventually dried out something like.

In the morning there was water running across the track at the apex of the first corner which didn't help and some corners out of the sun were damp.

Despite this, 28 drivers in 25 cars attacked the 503m course gradually posting better times.

Paul Gibson got FTD with a 23.13 seconds time in his OMS 1000 beating 2nd place man John Bunting in the Jedi Kawasaki by 1 second. Class 4B driver David Seaton from Scotland had a worthwhile event lowering the Class record by 0.73 secs to 24.12 in his thundering Pilbeam BMW M-powered V8 nearly 5 ltrs scraping the floor as he went. Michael Bellerby in the Sylva 1600 improved his record by 0.05 secs in Class 2A at 25.66 secs.

Perhaps the fact that an early morning visit to trim some bushes by James Baxter (Hill Record Holder) may have helped drivers see round the corners. James was not competing but did improve last years new Outright Hill Record the previous month, now at 21.12 secs in the 2.5 ltr Gould GR55.

By the afternoon the spectators were in large numbers for this smaller event so went down very well despite some communication problems early on with our own Maurice Ellison breaking 2 handsets (only joking Maurice but you did have a bad touch) - *(that was Rod Brereton not me !!!)*.

All in all a good day and no incidents....thanks to all the marshalls and rescue crews and organisers of Pendle Motor Club and Huddersfield Motor Club. Same again next year.....

Geoff Clark (Leodis55 on Youtube)



NB : That's Rod Brereton NOT Maurice Ellison
Photos Courtesy of Geoff Clark
holdenv8@btinternet.com
Videos also available

Wigton MC
Cumbria Classic Weekend
17/18th August

The Thirty First Cumbria Classic Weekend enjoyed mixed fortunes with the weather. Saturday saw wonderful weather for the Rose and Thistle Challenge Tour which took 75 crews from the start at Houghton hall into the Borders and a lunch halt at Gilsland Spa Hotel and then a route in the Pennines and the Eden Valley to the finish at Lowther Castle. it was hood down for the whole day for the open cars who enjoyed a wonderful route designed by Ron Palmer.

Over 800 cars entered the Cumbria Classic and Motor-sport Show at Dalemain on Sunday. The day started well with blue sky but went downhill during the morning and there was persistent light rain for much of the day. However, most of the entered cars turned up and enjoyed the activities on the field and being able to visit the famous Dalemain Gardens free and also get discounted admission to the wonderful mansion.

The final judging was brought forward by an hour due to the inclement weather with the Car of the Show being the Standard Vanguard of by Brian Powton. The best Club display was the Lakes land Rover Meet.

This year's nominated charities for Wigton Motor Club are The Calvert Trust and the North West Air Ambulance.

Car owners, traders and visitors were full of praise for the organisers and the 70 plus marshals who kept the event going despite the poor weather.

Graeme Forrester : Wigton MC



Photos Courtesy of Keith Thomas

U17MC PCA

3rd and 4th August

M65 Blackburn Services.

Arrival at the event on Saturday morning at 10:30 taxed the organising team to the limit. 4 HGV had parked up over night on the test site and did not move until Monday morning! The C of C Steve Johnson had to plan a new test route for Saturday with limited space and some new drivers. This happened to which work very well and also avoided the trucks!

The Sunday event took some thought, and by 19:30 on the Saturday night the tests had been redrawn and emailed out, and the new ones printed for the following day. The Sunday route had 2 laps with a flowing test which put smiles on all the drivers faces.

Sunday Event;

A2	James Williams	U17MC(NW)/ KDMC	Nissan Micra
		685.9	1
A1	Andrew Williams	U17MC(NW)/ KDMC	Nissan Micra 998
		686.0	2
A3	Scott MacMahon	U17MC(NW)	Nissan Micra 1348
		691.2	3
A4	Chris MacMahon	U17MC(NW)	Nissan Micra 1348
		695.6	4

Sunday was a dads and lads battle, the lads winning.

I do keep banging on about the value for money at this sport. £30 to enter the event for a day's motorsport. But it is great when you see the families enjoying a day out together as the above results show. How much fun can be had for a small amount of outlay? With only 16 entries on the Sunday, 2 laps and 11 tests finished by 14:50 before the rain, was a result for the whole team.

I do say keep off the cones and the results will come....James Robinson are you listening? But to be fair to the 16 year old club member, he is driving very well and also showed the hillclimb folk that he may well be one to watch! In fact all the under 17 year old club members drove well this weekend, it shows that the more seat time the better they all become.

The SD 34 None race/rally Championship will start to get very close from now to December, will we get an Under 17 year old driver winning the championship? I for one, would not bet against that this year!

PCA A2	James Robinson	U17MC(NW)	Nissan Micra	1300	636.5	1
PCA A1	Andrew Robinson	U17MC(NW)	Nissan Micra	1300	640.5	1

Steve Johnson : U17MC

It's all a bit tight at Darwen Services Sat and Sun, Dad and Son, lots of fun

Quite a lot of trucks parked up at Darwen on the Saturday and the Sunday, which led to tight racing in more ways than one in the PCA. "I think we should maybe fit the steel wheels all round. We don't want to hit the kerb with the alloys on" said James to his Dad before having a change of heart and going with the alloys on the front anyway. James Robinson was expecting to beat his dad again on the Saturday but got wind of Scott MacMahon going 2 seconds quicker in the Autosolo class and set off on pursuit of this. In doing so, he lost sight of his accuracy and started to clobber the same cone again....and again.....and again....

'your times are there James but you can't keep hitting those cones' I said. Would he listen? Nope.

and then the kerb (luckily only a light scrape).

Dad victorious in PCA father son consistency battle – a lesson learned there I hope Jimmy.

Sunday PCA tight again with the trucks parked up but it meant that each run was 2 laps and got to do the faster bits twice per go. A slightly straighter chicane and a bit more accuracy displayed (after a night of sulking) and he beat his Dad and won Sunday PCA and smile resurrected on 'me laddos' face.

Andy Robinson : U17MC



"we'll get through this gap James if we do it on 3 wheels"

It could've been worse

All was well when I prepped Dinty the Micra for the Blackburn Autosolo on Sunday, we were just doing the one this time as we were all working Saturday which meant we would miss fire training this time too. We did it last year but it's always a good show and well worth it if you've not done it before and it's free.

So Sunday comes and there's 6 wagons in the parking area when we arrived so the "Monaco of the North" was going to be even more compact than usual. 2 laps would make up for a bit less around the bottom part and a new route makes it a little different. As usual Steve J managed to make the best of the space and it suited all that did the event in one way or another. Even the corners were done to even out the tyre wear! A dozen tests later and the results were in. James had beaten me, by a tenth! It was definately a Son Father day, Scott MacMahon beat Dad Chris and James Robinson beat Dad Andrew. Strangely enough all of us in Micra's. Well done to the Welsh contingent of Neil and Howard in Neil's MX5 1st and 3rd respectively split by Phil Clegg in his Haynes roadster.

Next day, Monday evening, was the Knutsford PCT in Millington. A club event, great fun and with 16 entries a good turnout to boot. All went well to begin with, we arrived just in time and unfortunately after a couple of hills Jonathan Miller's Fiesta driven by son Archie expired. I'd spent half the day putting new brakes, tyres and giving it a once over to get it ready for the event for the starter motor to give up! So while I was looking to see if we could do a field fix we put Archie in to passenger with James in Dinty. 3rd hill clatter bang and the unmistakable Steve H shouting "Shaft!" Nearside shaft had gone at the wheel end. So I guess Jonathan and I are marshaling tonight! I think I may have the common denominator to these incidents. This would be Dinty's first ever retirement from anything. 7 years of abuse, living on the limiter, thrown round car parks, service areas and fields and the first time Archie gets in..... Just kidding. So at the end of the event we bump started the Fiesta so Jonathan and Archie could get home and we hitched up Dinty to the back of Steve's Terrano to get a tow back home with Lee AKA Catseye Response behind with the flashing lights on as rear guard, a little overkill but every little helps. One of the MX5's doing the event sprung a coolant leak and overheated so Russ H towed them to the main road too. One onlooker (who shall remain nameless) said it looked like a scrap yard at the end. A slight exaggeration. On the way down the road from the field it was obvious we weren't going to be going far, the noise was very unnerving knocking, banging then clunk and silence. This is going to take the gearbox out I thought. So we decided to limp it to the fuel station nearby so the AA man had a chance of finding us. 25 minutes later he arrived, hooked us up on the dolly and we were on our way. Thanks to Lee Skill and Team Henstock for their assistance and congratulations to Mike Henstock on winning the PCT with no points! An autopsy the following day revealed it was just a broken CV joint, a quick £15 fix. At least it didn't happen on the Solo in Blackburn, we'd have missed out on Jam Roly Poly at the Park pub after the event!

Andy William Knutsford MC & U17MC



Kirkby Lonsdale MC July Autotest

10 drivers started the autotest at Tony Harrison's Emporium, where 4 Tests were attempted three times each. Only the two best times from each were counted, meaning the pizza making pilots could afford the odd scrappy attempt.

Car sharing was popular, with several mounts being utilised

twice (thrice in the case of a mighty Agila, although it didn't sound very mighty come the end of the night).

As usual the Harrisons, Tony and Ayrton, were right in the thick of it, Tony revelling in the infamous white Proton (the best car he's ever owned?) while Ayrton threw a RWD MR2 around with glee, but both had to give way for [Ryan Robinson](#) to take the win by 9 seconds. His attacking style in someone else's car reminded me of someone. It'll come to me.

Also on the cadge was Phil Savage in dad [Kevin's](#) Ignis, sharing with Adam Horrobin. No running out of spare wheels this time, Phil taking the inter-car battle. Speaking of spare wheels, lucky the aforementioned Agila had one, as Tom "Alfonso" Christopher took the glory of catching one of Tony's treacherous kerbs, resulting in an instant flat. Car sharers Alex Willan and nephew Jack fared better, Alex nicking 3rd place with an impressive show of non-mechanical sympathy while Jack exorcised some demons. Stephen Holmes & Martin Quilliam were both spectacular, but mistakes and wrong tests cost them dear. Less haste more speed?

Thanks again to Tony, Marina and Ayrton for providing the ideal venue for an evening's sport, and to Simon Frost, Men Kooney and Geoff Dracup for marshalling from start to finish.

Dan Willan : Kirkby Lonsdale MC

Results

1st	Ryan Robinson	296
2nd	Tony Harrison	305
3rd	Alex Willan	308
4th	Ayrton Harrison	309
5th	Stephen Holmes	320
6th	Martin Quilliam	330
7th	Phil Savage	339
8th	Ads Horrobin	385
9th	Jack Willan	448
10th	Tom "Kerb" Christopher	460

A man and a woman were having a quiet, romantic dinner in a fine restaurant.

They were gazing lovingly at each other and holding hands. The waitress, taking another order at a table a few steps away, suddenly noticed the woman slowly sliding down her chair and under the table – but the man stared straight ahead. The waitress watched as the woman slid all the way down her chair and out of sight under the table.

Still, the man stared straight ahead.

The waitress, thinking this behavior a bit risqué and worried that it might offend other diners, went over to the table and, tactfully, began by saying to the man:

"Pardon me, sir, but I think your wife just slid under the table."

The man calmly looked up at her and said: ..."No, she didn't. She just walked in."

I got fired from my job as a taxi driver...

It turns out my customers didn't like it when I tried to go the extra mile.



An Australian stopped at a local restaurant following a day roaming around in Madrid .

While sipping his wine, he noticed a sizzling, scrumptious looking platter being served at the next table. Not only did it look good, the smell was wonderful.

He asked the waiter, 'What is that you just served?'

The waiter replied, 'Si Señor, you have excellent taste!

Those are called Cojones de Toro, bull's testicles from the bull fight this morning. A delicacy!'

The Australian said, 'I will have the same please.'

The waiter replied, 'I am so sorry señor. There is only one serving per day because there is only one bull fight each morning. If you come early and place your order, we will be sure to save you this delicacy.'

The following day he returned, placed his order, and that evening was served the one and only special delicacy of the day.

After a few bites, inspecting his platter, he called to the waiter and said, 'These are delicious, but they are much, much smaller than the ones I saw you serve yesterday.'

The waiter shrugged his shoulders and replied, 'Si, Señor. Sometimes the bull wins.'

Airedale & Pennine MCC

PRODUCTION CAR AUTOTEST

AUGUST 2019

PCA number five out of the six in our summer series was conducted at a very brisk pace. The unfortunate two month break due to a static caravan being parked on the test area is over but many people are on holiday so getting the event back up to speed was a priority. Only five competitors, but all of them regulars, came along and enjoyed eighteen tests. It was fascinating to see how the times fell as drivers became more familiar with each layout, some improving by around two seconds in thirty. This is a game where a tenth of a second really counts. Rather like formula one without the cash. And boats. And helicopters. And crumpet.

The first round began in a chilly wind with the light rain being driven like bullets towards the two timing marshals, nothing new there then. Dark clouds blew across from Lancashire and threatened to drown the proceedings but we have had worse so it was no real problem. Thirty runs later and it was time to change the layout of the single large test and we could witness the strange spectacle of grown men holding little sheets of paper and walking apparently aimlessly around a pub car park. In reality I suppose it was all perfectly logical to them but it gave the timers a break for coffee.

The second round saw a few cones removed so that some corners were opened but the last one was kept tight to slow cars for the nearby finish line. This usually worked but as the corner was set on moss covered tarmac it was quite slippery so it was very easy to understeer to a slithering halt, reverse and drive meekly to the stop line with an embarrassed grin.

Test three was a series of ever increasingly large circles with straight bits in. The MX5 was seen to actually go straight for at least a yard, the rest of the time was spent with the tail out to one side or the other.

All this silliness will be repeated on September 8th, signing on from 10am for a start at 11am. The £15 entry fee includes a voucher worth £3 for food from the host, the Rock & Heifer in Thornton, Bradford. All SD34 clubs are invited and we are part of their championship.

John Rhodes : Airedale & Pennine MCC



Gemini Communications



2nd November

Neil Howard

Oulton Park

Bolton-le-Moors CC

17th November

Cadwell Stages

Cadwell Park

North Humberside MC

23 / 24th November

Glyn Memorial

Anglesey

C&A MC

23rd November

Hall Trophy

Blyton

Clitheroe & DMC

TRAINING

7th December

1st Marshal on Scene

Darwen Services

email Tracy Smith
tracey.ams@hotmai.com



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

1st September

Manchester to
Nantwich &
Return

100 miles

? September

Harrogate 100

100 Mile ride

Golden Microphone Trophy 2019

Following Gareth Hall Stages

O/A	Call Sign	Operator	Score
1	G 01	BILL WILMER (who?)	68 points
..	G 23	IAN DAVIES	68 points
3	G 37	JERMAINE JACKSON	59 points
..	G 56	TONY JONES	59 points
5	G 11	MARK WILKINSON	49 points
6	G 02	GRAHAM COOKSON	40 points
..	G 64	BRIAN WRAGG	40 points
8	G 62	COLIN EVANS	39 points
..	G 38	SEAN ROBERTSON	39 points
..	G 25	CHRIS WOODCOCK	39 points
..	G 55	STEVE BROADBENT	39 points
..	G 16	BILL & ROBBIE O'BRIEN	39 points
13	G 14	ADRIAN LLOYD	38 points
14	G 33	JOHN ELLIS	35 points
15	G 50	DAVID PEAKER	30 points
..	G 65	BRIAN EATON	30 points
17	G 21	DEREK BEDSON	29 points
..	G 04	IAN WINTERBURN	29 points
..	G 48	PETER LANGTREE	29 points
20	G 17	ROBIN MORTIBOYS	20 points
..	G 59	MAURICE ELLISON	20 points
..	G 61	DAVID BELL	20 points
..	G 70	DAVID MAINPRICE	20 points
..	G 12	RICARD WM JONES	20 points
..	G 24	PAUL HENRY	20 points
..	G 09	KEITH LAMB	20 points
..	G 13	STUART DICKENSON	20 points
28	G 05	STEVE COOMBES	19 points
29	G 07	TONY & AVRIL LEE	19 points
..	G 26	MARK DICKENSON	19 points
..	G 03	LES FRAGLE	19 points
..	G 52	STEVE LEWIS	19 points
33	G 42	ROGER WHITTAKER	10 points
..	G 06	DAVE CROSBY	10 points
..	G 28	ANDREW TAYLOR	10 points
..	G 51	GERRY MORRIS	10 points
37	G 53	TOM & VICKY MERCER	9 points
38	G 05	STEVE COOMBES	0 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

Fire Training,

Darwen Services M65

3rd August

After a quiet couple of months, August starts off hot and I don't mean the weather but the annual fire training sessions on offer behind Darwen services on the M65. The training is organised by Tracey Smith from Accrington Motor Sport Club, Steve Johnson and the theory delivered by Jon Aston and the practical by our by now old friends John and Helen from Pennine Fire & Safety. As usual the under 17 Motor Club (North West) are running a Production Car Autotest and AutoSOLO event in the adjacent car park, although this year the lorries parked around the site make for a challenging perimeter.

My brother Simon and I arrive a little early before our scheduled 2pm practical session and make use of the much appreciated meal voucher at McD's and for once sit outside, yes outside in this part of Lancashire in the glow of that big orange thing in the sky !. The AutoSOLO / autotest is in full swing and the cars certainly make for an unusual spectacle for people taking a break off the motorway.

The action in the car park was fast and furious as a variety of cars tested the laws of physics and tyre dynamics, whilst Mum was probably wondering why her son was taking so long in the Micra for a loaf of bread and milk !. Such grassroots sport on view provided the opportunity for people to just stop and have a chat as they went about their normal Saturday business, who knows we might have found one or more competitors or hopefully marshals for the future. My only worry was for the service stations dog walkers who definitely needed to find somewhere else for Fido to do his business !.

Suitably refreshed we head outside to the rear of the site where Helen and John have set up a rather smart gas powered fire training rig that seeks to realistically present the front of a 'burning' car. Through carefully placed jets of bottled gas, controlled by Helen, the car can be lit through various combinations of the wheels, front grill / engine and bonnet. After some suitable words of advice and theory in pairs we then get to tackle the various fire scenarios presented.

As instructed the first marshal attacks the fire using a powder extinguisher to knock the fire down, the second marshal then follows up with foam to cool and seal the fire, thus preventing re-ignition. After this first run we swop roles and extinguishers and tackle the next fire scenario. Everyone gets their turn and a chance to put the theory into practice.

It doesn't matter how many times you have done this or similar training or perhaps used an extinguisher for real, there is always some new nugget of knowledge or experience to gain. Practical training like this is really important and helps build confidence in a safe and controlled environment. The next time you have to reach for that extinguisher it might be at home, on the journey to work or perhaps out on a remote special stage. This sort of experience is of value for marshals of every experience, type or grade and is something we should all participate in given the chance.





A final big thank you to John and Helen from Pennine Fire & Safety, who also provided participants with the opportunity to take away for free, yes free an extinguisher

Next time you or your business needs fire fighting equipment, training or just advice you could do a lot worse than give them a call or visit the website at www.penninefire.co.uk .

Next from me it's a couple of events the Gareth Hall Memorial Trophy Rally and then the Pendragon Stages over the bank holiday weekend.

Minafon Garage Gareth Hall Memorial Trophy Rally 18th August

An early start beckons as I drive into deepest North Wales and head for the Trawsfynydd Ranges Motor Sports Centre and the 'biggest little rally in the world' organised by our friends in Bala & District Motor Club. It may be one of the smaller venues on the rally calendar and this year only have 26 starters but this is one of the slickest and best rallies you will ever come across and on top of all that they have raised thousands of pounds for the North Wales Welsh Air Ambulance charity. The paper work alone is worthy of an award (Operation & Safety Manual, Marshals Instructions, Stage and Radio Plans, Checksheets) the list goes on and on, Oh and did I mention the marshals 'goody bag'. A big thank you and well done to Emyr Hall and the whole organising team.

I'm allocated my usual spot high in the hills at Post 8, not least because I'm at one of the few places in the venue with a half decent phone signal, so can act as an emergency relay if needed. After signing on and picking up the voluminous paperwork there is just time for an excellent bacon butty before heading out to my windswept location and find a safe place to park in the field to the side of the stage. A radio check with Bill highlights a problem with the next radio along past my location, Brian Wragg Gemini 64, although he can hear control and is apparently transmitting only Summit 5 across the hill can hear anything at all ?. At Bill's behest I take a walk down to Brian and check his aerial and set over, nothing obvious at first glance ?.



Radio Mutterings Continued from Page 42

Puzzled we get him to start his engine and running at 3,000 revs the battery puts out enough power to allow the radio to transmit, a clear power supply problem. Brian's challenge is that he has to rev the engine that hard every time he transmits, let's hope he has a quiet day or will he have enough fuel to get home !!.

Brian's challenge is that he has to rev the engine that hard every time he transmits, let's hope he has a quiet day or will he have enough fuel to get home !!.

Stage One is live with the first car of the day at 09:21 and to be honest the first pass of the 26 runners passes off without a hitch and they head down to the forest end of the stage to then turn-around for Stage Two. This second stage is certainly action packed, as I suddenly hear a big bang and then silence just around the corner from me after Car 17. A quick scramble with the marshals and we find Car 17 well off and stuck front end on into one of the embankments. Thankfully both crew are quickly out of the car and OK and we slow the remaining cars past the stricken car. Dave 'Safari' Mitchell as Closing Car agrees with me that recovery is required before the next run, so cue a call to Bill and the dispatch of not "Acme Recovery" as shown on the plans but Gemini Recovery. John is soon on scene and with a combination of Land Rover and marshals power we have the car pulled out of the bank, switched around and then on the end of a rope to be temporarily towed to the forest end of the stage to allow the next run to start. Meanwhile "Acme 2" or Maverick Recovery deals with Car 27 who is off at the triangle.

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I get a break for Stage Nine as the cars don't pass my location (although I hear Car 27 is stopped with a 'dead engine'), but my respite is short and Stage Ten is soon running just after one thirty. In the end all 22 starters make it through the stage back with Gemini 2 out at the forest end of the stage. Unfortunately Graham then reports the loss of Car 12 at the end of the stage, who must then wait for recovery later. My final stage of the day, Stage Eleven starts on the stroke of two and fires the cars through to the road end of the venue.

Continued on Page 44



With nothing significant to report my day is done as the final stage of the day goes from the road end of the venue and back into service, so along with everyone else in this half of the venue we are stood down and I leave the venue a little before two thirty, after a most enjoyable day. For those who haven't been to the venue before I say as both competitors and marshals why not give it a try next year, you won't be disappointed. Next for me it's the somewhat longer drag north next weekend for the bank holiday Pendragon Stages across the vast expanse of the Warcop MoD Ranges.

**Kirkby Lonsdale MC,
Eden Valley MC & Northallerton AC**
DINSDALE CONTRACTS
PENDRAGON STAGES
Warcop Ranges
25th August

Ah the great English Bank Holiday and for once the sun is shining, even in Cumbria. No the Warcop tank ranges haven't been taken over by the RAF, but my brother and I decide to make a short beak of the weekend 'up north' and head to north Cumbria. One of our targets is the excellent Solway Aviation Museum, run entirely by volunteers which is based at what is now Carlisle Airport, but previously RAF Crosby-On-Eden.

The museum is home to an inspiring collection of aircraft and thousands of aviation and military exhibits, oh and don't forget the chance to climb into the mighty cold war Vulcan bomber. Next time you are in the area why not pay them a visit.

Anyway an early rise on Sunday Monday and we drive the short distance to Warcop and the annual running of this rather special rally organised by the holy trinity of Kirkby Lonsdale, Eden Valley and Northallerton Motor Clubs. With first car due at 08:20 it's an early signing on and I need to collect a Swift tracking radio for my duties at the merge at Junction 24. An efficient signing on, provides a refreshment goody Bag (thanks to sponsors Four Seasons, the little shop in Longtown) and a somewhat ironic woolly hat given the searing temperatures, but the gift is appreciated none the less. Incidentally who said motorsport wasn't 'green', our refreshment goody bags come in eco friendly old fashioned brown paper bags !. Simon and I are soon into the vast Warcop complex and find our way to the complex merge at Junction 24. Another Simon in Swift Control is soon into the radio check running up and down the somewhat confusing junction numbers and half a dozen familiar Gemini callsigns can be heard in various roles across the stages.

Stage One is preceded by the now familiar safety convoy, although a Spectator Safety Car on a non spectator venue still puzzles me, red flags are shown as required to the Safety Delegate and at 08:15 Car 1 is fired off the line into the first eight mile stage. There is drama almost from the get go and Car 10 is reported upside down in one of the ranges infamous deep ditches at Junction 18-, with the crew reported as '007', i.e. shaken but not stirred. Minutes later there is a more urgent safety shout from Junction 4+, as immediate rescue / medical assistance is called for.



The stage is immediately stopped and red flagged and Extractor Rescue 1 and the CMO are dispatched to the scene. Car 11 has managed to summersault over a fence and into a field, with the driver reported injured.

After a tense wait the call comes back that thankfully the injuries aren't life threatening but a suspected ankle injury requires medical evacuation so the 999 call is made to NWS and Extractor Rescue plus CMO transport the casualty to the RVP point and await 'county'. In the end the stage is stopped for just over an hour in total and once the CMO hands the casualty over to the NWS team and makes his way back to the start the action can resume. In the end of the 86 starters we only lose three in the stage which finishes at a little after ten.

Stage Two is soon underway and by now the temperatures are certainly rising on and off the stage. The action at the merge is fast and furious and you really do wonder at the atmosphere in some of the cars as there is much hand waving and gesturing as some of the runners seem to lose their sense of direction in the rising heat. The range stages keep up their fearsome reputation and Car 18 stops out at Junction 18+ with a half shaft gone, Car 34 is reported off and OK at Junction 4+ and finally Car 35 has fuel supply problems and is stopped at Junction 13+. Of the reduced 80 starters into the stage this makes 77 out and back into service.

After some relatively minor changes Stage Three is soon live at 12:01, immediately Car 1 hits trouble and heads into the stop line early, followed in a similar fashion by Car 7. The Arrival Control seem to have some issues so instead of the bullet like 30 second starts the cars after a while seem to come into the stage in dribs and drabs. Meanwhile the tracking radio keeps an ever watchful eye on the cars into and through the stage, although maybe it's the heat but a few calls to 'have you seen car such and such' on 81 seems to fall on occasion on deaf ears. A quick safety shout calls in Car 18 off at the infamous flying finish, although the crew are OK and the car eventually with a little help from the boys and girls in orange safely self recovers. A few other scares keep the radio traffic up, Car 87 with their bonnet up and Car 86 slowly on hazards to pick on a couple. In the end however all 79 starters make it more or less in one piece to the stop line by half one.

Stage Four is soon underway and a reported re-grouping has hopefully eliminated the frequent gaps in the starting times from the previous stage. Early gremlins hit Car 8 who heads early to finish with apparent gear box issues, Car 30 is reported stopped just after the start and then Car 71 slides off the stage just before my location and into a deep ditch. With one marshal warning other competitors the slick team at my junction soon have a chain hooked to the front of the car and they physically drag the car back onto the stage and they are back running !. Towards the end of the stage I call in a 'missing' Car 83 who I have only seen once ?. There follows a very lengthy search through the stage to try and locate the missing car, frustratingly not all of the radio crews were shall we say, on their best game today and it takes an age and much patience from Simon to eventually find the car, which is thankfully safe. So after four stages we are left with 71 competitors up and running.

There follows a lengthy turnaround involving much heaving and lifting of bales and huge wooden beams at my location to reorganise the junction, thankfully the marshalling team with me came with their very own JCB telehandler !. In the end we start Stage Five at 15:18 and with the sun high in the sky it's time for slapping on yet more suncream and drinking plenty of water to keep hydrated. The venue that just keeps on giving sees Car 24 head in early with a throttle issue and Car 55 suffering a similar malady. However there are those out there, just like the Mc Donald's advert who like to get their money's worth and cars 26 and 48 enjoy an extended ride completing extra laps !.

Stage Six follows on and proves even more challenging, Car 23 is off with a dropped half shaft at Junction 28 and then Car 29 decides to throw themselves into a ditch on the outside of Junction 47 with Gemini 3. Silk 8 joins the party reporting Car 69 with them in a ditch at Junction 22+, although with much help from the marshals and Derek they are somehow pushed back onto the stage. Car 80 isn't so lucky and stops at the split, which makes 60 cars in and 57 out of this stage.

Given the lateness of the hour, Stage Seven is scrubbed we head into a final run as Stage Eight, starting just before half past five. Maybe it's the lateness of the hour or the unrelenting heat but a brace of cars head early into the finish and then Car 42 decides to extend their Cumbrian adventure with an extra lap, causing a little confusion over the airwaves. In the end the final runner of 57 starters, Car 89 makes it to the finish just before six o'clock. All in all it's been a challenging but enjoyable day, in some of the hottest conditions this side of a Paris Dakar, OK maybe not quite that hot but high 80 degrees in Cumbria on a Bank Holiday proves global warning to anyone !.

116 CC Targa Tracks Rally

28th July

Alistair Dodd

The highlight of the Targa Rallying year is always the 116 CC Targa Tracks Rally and so on the 28th July, 110 crews made the annual pilgrimage to GYG in Cerrig for the now familiar start venue.

For a rally held at the height of summer, the weather has been consistently appalling. So it was to be this time round with fish seen swimming along certain sections of the route!

Crews tackled 14 tests around the 116 OS with some familiar venues and a couple of new places not used for 2/3 years.

My own rally wasn't as successful as I had hoped. The ridiculous changes to tyre regulations in Wales have left me with very limited options on what I can use, and as such, having taking a gamble on the weather finally being dry(whoops!) it transpired that it wasn't. A frustrated day of not having any grip followed. This didn't however take away from the enjoyment of the event and the excellent running of it by Baz Green and all the rest of the 116 CC team. THANK YOU all very much.

My highlight of the day was the first corner of the 1st test, where, depending on who you spoke to the car was either 6 inches or 3ft in the air! From inside the car it wasn't very noticeable and definitely wasn't intentional! We laughed about it on the following road section though....

The low point was when we got stuck in Bryn Chwarau and had to come in early because we just couldn't get round the whole course, taking a maximum in the process. I also had an overheating problem when the fan relay packed up on Test 2. Sooner or later I will have an uneventful Targa rally!

A sign of an excellent event was that as soon as it finished I wanted to go back round and do it all again. I have spent the last few days endlessly trawling the internet for upcoming targas to get back out there asap.

Only another 360 odd days till the 116 event again, I can't wait!



Alistair Dodd/ Lewis Griffiths

Nissan Micra

1st 1400

25th O/A

A crowded United Airlines flight was canceled. A single agent was re-booking a long line of inconvenienced travelers. Suddenly, an angry passenger pushed his way to the desk. He slapped his ticket on the counter and said, "I HAVE to be on this flight and it has to be FIRST CLASS."

The agent replied, "I'm sorry, sir. I'll be happy to try to help you, but I've got to help these folks first; and then I'm sure we'll be able to work something out." The passenger was unimpressed. He asked loudly, so that the passengers behind him could hear, "DO YOU HAVE ANY IDEA WHO I AM?"

Without hesitating, the agent smiled and grabbed her public address microphone. "May I have your attention, please?", she began, her voice heard clearly throughout the terminal. "We have a passenger here at Gate 14 WHO DOES NOT KNOW WHO HE IS. If anyone can help him with his identity, please come to Gate 14".

With the folks behind him in line laughing hysterically, the man glared at the United Airlines agent, gritted his teeth, and said, "F*** You!"

Without flinching, she smiled and said, "I'm sorry sir, you'll have to get in line for that, too."

A young Chinese couple gets married. She's a virgin. Truth be told, he is virgin too, but she doesn't know that. On their wedding night, she covers naked under the sheets as her husband undresses in the darkness. He climbs into bed next to her and tries to be reassuring. 'My darring ,' he whispers, 'I know dis you firss time and you berry flighten .

I promise you, I give you anyting you want, I do anyting - juss anyting you want. You juss ask.

Whatchu want?' he says, trying to sound experienced and worldly, which he hopes will impress her.

A thoughtful silence follows and he waits patiently (and eagerly) for her request .

She eventually shyly whispers back, 'I want to try something I have hear about from odda girls... Numbaa 69.'

More thoughtful silence from him.

Eventually, in a puzzled tone he asks her ...

'You want ... Garlic Chicken wif flide lice..???'

116 CC Targa Tracks Rally

28th July

Adrian Lloyd : Liverpool MC

As Phil and myself were seeded at car 107 it wasn't too much of a really start, 10-17 being our MTC 1 start time.

Phil had arrived Saturday, car passed scrutineering easily enough, no problems..

I turned up Sunday evening just after 7.

We both went through the route and tests, marking off any cautions..

We both hadn't done this type of event before so completely new to us.

First test was twice round the kart circuit, negotiating cones that had a certain way round of entering and exiting this also being the event headquarters, service and scrutineering.

This went quite well we both agreed.

Onto test 2 heading north, Nant Mawr farm..

This was quite something different, muddy roads, grass sections, . . . exiting this test we picked up a nearside puncture, this delaying us 12 minutes..

Test 3 was a small drive to Crossley's farm, here we found stop astride cones, had to stop just passed the cones with the car front, a wave from the marshal to say ok and proceed, signature posts, obtain a marshals signature, then proceed again, this was a cracking test, rough in sections, we were airborne a few times! , . . added to the fun!!..

Test 4 brought us a clean run through after a shortish drive south..

Onto test 5 wind farm just north of Clocaenog forest . . quick sections, a few yumps, gravel, quite exciting really!!.

Test 6 was a second run of the wind farm again.

Wern Ddu Quarry after a south east drive for Test 7, what a rough test this would turn out to be, the sump job doing a great job, took quite a lot of pounding!.

Test 8..we got stuck in mud at a left hairpin, needless to say i had to get out and try to push the car out but myself alone wasn't enough so a few helpful marshals and by now two other competitors assisted in moving the beached car.

We eventually got going after a bit of lost time..

Test 9 was re-run of the Kart circuit, a few different test this time, a loop round some plastic road blocks was included and cones again, a wrong direction through and hit cones would mean 10 seconds penalty per cone..

A very quick lunch break here, heading to test 10 was a re-run of test 2, went well, onto test 11 Tes-Pys-Llygod . . a good test, enjoyed this, tight twisty sections, quite a few stop astrides, signatures and cone sections..

Through test 12 Gorsedd Bran . . no dramas, good run through.

Test 12, wind farm again north of Clocaenog forest, Phil liking the handbrake more but a bigish car wasn't really able to negotiate some of them easily and a three point turn was needed to get round..

Onto test 13..second attempt at the wind farm, Phil enjoying himself with the handbrake, I found this rather funny!!..

Back to headquarters for the last test of the day, a blast round the circuit, at the split for the second lap Phil was getting excited too much and we ended up doing a 360 spinning off onto the grass, . . don't think the organisers were too happy about that plus we'd also incur some penalties too!!..

We both enjoyed our first Targa event and hoped to do this event next year.

Not a bad day for a novice crew finishing 77th out of 110...



Adrian Lloyd : Liverpool MC

Spadeadam MC

11TH OF AUGUST 2019

THE BLUE STREAK TARGA RALLY

& HISTORIC RALLY CHALLENGE

Geoff Bateman – West Cumbria Motorsport Club

This year's Blue Streak rally promoted by Spadeadam M.C. was a truly wet and muddy affair following a day of torrential rain throughout the region which saw flooding in Carlisle, roads closed across the region, landslides and the shutting of the West Coast Main Line on the Saturday.

I was doing the final prepping on the car on the Saturday watching the rain coming down and cascading over the front garden wall and wondering if the event would go ahead. Maggy eventually e-mailed the organisers in the late afternoon who confirmed that despite a road closure on the A69 at Warwick Bridge (event HQ) that the event was going ahead. No choice then but to load the trailer up in the wet again only for it to eventually stop raining just as I had finished and got wet through!

By Sunday morning the A69 was reported as open again, with traffic lights, so under leaden skies with drizzle coming down we set off for Warwick Bridge. As usual we were early to arrive but not as early as some who were already off loaded and waiting for scrutineering. The damp weather persisted through scrutineering and noise but the village hall provided excellent accommodation for signing on with plenty of tables for checking the diagrams and road book and the smell of the cooking bacon was really nice.

First car away was at 10 am and as we were running car 13 we were soon away to the first test wondering on the way just how wet and slippery things were going to get. Arriving at Kirkhouse for Test 1, car 12 was just about to go in which gave us a couple of minutes to check the diagram before going in to the test. This test is a loose gravel surface and with the wet as well made for some good fun around the cones but we managed to get through without errors or penalties for a change and were told at the finish that we were the fastest through so far which is always nice to know at the end of the first test and does help to settle you down a bit. We knew our time wouldn't stand for too long with the newer more powerful cars with more talented crews coming along behind, but there was a nice warm glow in the cabin as we headed towards test 2 with the wipers going and the blower trying to keep the screen clear as the drizzle persisted.

Test 2 at Warren House was an area we had not seen before and was a farm test with a very tight first half around buildings and concrete walls followed by a more flowing slalom and some turns on a nice slippery muddy surface where the handbrake actually worked quite well for a change. We had a good run through with no penalties but the tight first half was a bit of an effort



Photos Courtesy of Graham Petry
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Blue Streak Targa Rally **Continued from Page 48**

Out of 2 and off to 3, still raining although with short breaks, we headed via a bit of a circuitous route to Carlisle airport for the Eden park test. I remembered this from the previous year as being particularly wet and slippery. It was great fun and by the time we'd finished we had a mostly brown 205 rather than the white one that we'd started with.

A short run round the back of the airport led to test 4, Runway, which oddly enough, was on a bit of runway, some of it good tarmac but a lot of it broken up. A good, fast and flowing test which was over much quicker than we would have liked as we were enjoying it so much. Big grins all round at the finish, a quick thanks to the marshals standing out in the rain and then off to test 5, Park House.

I really like this test but usually have problems with the tight free turn at the end. This time round it was wet and slippery. After an initial bit of cone dodging in the farm yard there is a run downhill on a track with a "stop astride" just before a tight 90 right at the bottom. Braking early so as not to go past it we then moved on round the right for a nice fast run further down the track through a gate with a tight 90 left with a cone on the inside, to pass through 3 cone "gates" before getting to the free turn. It looked very muddy so we turned short on the long grass and got round and back out without incident to enjoy the fast run back with no stops and out through the yard. With no penalties our time of 97 seconds was pleasing with Simon Jennings at 94 and Kevin Savage at 93, we were fairly "on the pace".

Tests 6, 7, 8 and 9 were a repeat of the first 4 tests, although after having had 40 odd cars through since the first run, the surfaces on all but "Runway" were getting more challenging but despite this we still managed to reduce our test times by 15 seconds in total on the "second lap" so we were quite happy at the end of the morning session. A short run out for petrol was needed before going in to lunch at Carlisle airport where the "Cumberland Sausage Burger" and chips was an excellent choice and was most welcome. We were sitting 8th in class at lunch with 710 against the lead car of Dobbs and Gibson with 671. Simon Jennings and Clive White were on 675 with the Savages on 674. It was all pretty close with the fast boys but we were well pleased to be only 40 seconds adrift at that point.

The afternoon saw a bit of a run West to the M6 and up to the Gretna area for the next round of four tests, each run twice. Test 10, The Plumpe 1 is a farm test with a very tight run round a couple of cones to start followed by a nice fast run down the track with a short slalom followed by a quick left through a gate straight on to a very tight 3 cone arrangement where we overshot the first cone by some distance and had to do a quick reverse. The following tight 180 and 90 right were achieved with a lot of use of the handbrake and then it was a fast run down to the far turn with a quick 180 and a retrace. This time we were aware of the tight 3 cone arrangement, braked in good time and got through with no problems, made the fast run back but went in to the final tight 2 cones with a bit too much speed and collected our first penalty of the day. Slightly miffed with that we headed out of test turned right and made the short run to Test 11, The Plumpe 2. This is a test I really enjoy, straight off the line it goes down a lane and is nice and quick. A short slalom of 3 cones is followed by a good run down through 2 gates with cattle grids and a cone placed in the middle to add a bit of interest. Heading on a further 3 cone slalom follows and this time speed definitely overtook talent as we made the first 2 cones and then completely slaughtered the third! Oops! Through another gate and cattle grid for a tight left round a cone to a 180. We must have just nicked the cone at the tight right on the way out as we picked up 2 penalties on the test. The run back was quick and uneventful until the end where there was a wheel wash water splash. The water was quite deep so I slowed down but still ended up with the engine dying as we crossed the finish line. Fortunately we'd got to the stop astride so we got our time. We got the car pushed out of the way and there then followed 10 minutes or so of discovering that the problem was water in the distributor cap which was duly dried out with paper tissues from the navigators bag. Not an enjoyable job to do in the rain which was getting quite persistent by now, but at least the car was going again and with a big thanks to the marshalling crew we drove off to the next test at Haggistone Holme.



Photos Courtesy of Graham Petre

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Blue Streak Targa Rally **Continued from Page 49**

This was again a new test area to us and comprised a good straight run down a track to a tight cone group where a 90 right was needed with some jiggling about and then a free 180 turn. A quick run back across and down another track with some interesting holes in led to a track around a building with some cones added to make it a bit more interesting before retracing back to the tight cone group with a tight 90 right to return to the start/finish line. It was very slippery and wet but we did not incur any penalties or kill the engine so things were back on track. Kevin Savage was on fire through here and was 10 seconds clear of anyone else and we were 15 seconds off his time and were still 6th fastest on this test.

A short run back towards the M6 got us to the final test of the loop "Rabbit Holes". Interesting name we thought. Looked like it was basically going round buildings from the diagram, but oh how we were mistaken. Off the line a short run to a 90 right and we were going along the bottom of the M6 embankment. At the end a 90 left suddenly put us in to a narrow tunnel under the motorway. I grabbed the headlight flasher to give us some light as we shot through to a tight 90 left to go between the embankment and a fence. A couple of hundred yards brought us to a stop astride followed by a 90 right through an even narrower tunnel! Maggy was not overly impressed with that! Once through things got better with a 90 left followed by a quick squirt through a gate, 90 right, nice run down a track to a second stop astride. That was followed by a viciously tight 180 right with a very close encounter of the fence kind before a 90 left out to the finish. That had been a bit of a different thing than normal and I duly noted to switch on the lights for the second run later on.

The second run at the tests was somewhat more greasy due to the passage of nearly 50 cars since our first run but Plumpe 1 went OK this time, 6 seconds quicker and no penalties. Plumpe 2 was 3 seconds quicker with no penalties but the same result at the water splash. So some more time spent taking the distributor cap off and drying it off before thanking the marshals again and going on our way. Our second run at Haggistone was 3 seconds slower, partly due to the fact it was getting very slippery but mostly due to me overdoing it on one of the turns and ending up with a 180 instead of a 90 (must let go the handbrake quicker). The final test at Rabbitholes saw us take 8 seconds off our previous time so we ended up happy bunnies as we headed off back towards the M6 for our run back to Warwick Bridge and dinner.

It was raining quite heavily by the time we got back so the trailer was loaded up in the wet, again! In to the hall and a lovely meat pie, chips and peas went down a treat before a good crack with some of our fellow competitors and then the journey home followed by a quick sprint up the hill to the pub for a well earned pint or three.

We ended up 10th overall in the Targa and 8th in class. Congratulations to Kevin Savage with a great win 49 seconds ahead of Dodds and Gibson with Brass and Walker in 3rd slot a further 26 seconds behind. Simon Jennings and Clive White were in fourth a further 15 seconds back.

All in all it was about the most enjoyable event we've done so far this year in spite of, or maybe because of, the conditions and an absolutely sterling job was done by all the marshals who were always cheery despite the wet weather, without them we wouldn't be able to go out and play!

A great event by Spadeadam and definitely on the list for next year.

Geoff Bateman – West Cumbria Motorsport Club



The advertisement features a large, stylized speedometer on the left with a red needle pointing to 160. The text "Pro-Tec Performance Preparation & Parts" is overlaid on the speedometer. On the right, a red rally car is shown driving on a dirt road, kicking up dust. The car has a rear window sticker that reads "Built & Prepared by PRO-TEC MOTORSPORT" and a license plate that reads "BOG IIE". The website address "www.pro-tecmotorsport.com" is displayed at the bottom.

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Ripon Motor Sport Club Ltd
St Wilfrids Classic Rally
Sunday 11th August 2019



Niall Frost : Ilkley & DMC

Confidence. It's a funny old concept, nothing to do with ability yet everything to do with performance. Mine was rock bottom as a navigator, a very poor result last time out had drained me and through my own errors, dragged a good driver down the results. Step up the St Wilfrids, a rally I've done twice and lowest finish was a 5th overall, how would this go after 5mths out?

Starting in Masham, I had agreed to stand in for super-nav Ian Canavan in the mk1 golf gti driven by Richard Isherwood, the HRCR clubmans championship leader – did I mention pressure? A strong field had assembled and you know when Andy Pullan and Ali Proctor are seeded behind you that you are going to have to go some to beat seeding!



An hour to go we got some initial plotting information, spot heights and gridlines and 7 speed changes but first 3 tests on grass, wet grass. The first cone was comical (and also conical) as we slid understeering wide, the first of many I suspect. We completed these satisfactorily and as a new crew, got all the calls right and kept a decent speed. Only 500m to regularity start and I have a moment of self doubt before pulling out the speed tables, 11s over 4 timing points was about as good as anyone managed but I had no idea at the time since the ideals were tricky to track down.



Reg 2 had a 3min lapse in the middle due to a level crossing, the stuff of nightmares. What to do? I made Richard wait for 2mins 30 until he couldn't take it anymore and drove on sedately. Fortunately we were slow enough and 9s was about industry average for this one. Then sharply onto Reg 3, a pre plot herringbone to take us into Boltby forest and the tests. It took two goes to plot this one (I told Richard one...) but we got the right route and off we went, running lucky meeting traffic and I could tell Richard was keen to get into the tests.



3 tests in Boltby, loose, slippery and acceleration were a must. Sadly the 1.6 8v didn't quite have the oomph and after a near miss with a ditch entry (uphill reverse on Kumho gravel tyres!) we pulled through for Lunch to mop our brows and refresh for the longer afternoon leg.

8th at lunch was a good position to take into the afternoon, with a fair bit of time easily won by missing the ditch next time! However Reg 4 we hit traffic and had to reverse right in front of a control, dropping 19s a disaster in these tightly controlled events. We had to keep our heads and we only dropped 1s at the next two controls to keep ourselves in with a shout of the top 10. Its these things that go wrong that you cannot control you have to put them to the back of your mind, which was easy as following the next test I had to plot a regularity on the move, no breaks on this rally.

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St Wilfreds Classic Rally **Continued from Page 51**

No time to map check we dived straight in to our start time and went for it, I should have looked at the length first! 17mins between control A and B and I was really starting to panic, Richard could tell, I'd gone quiet, never a good sign when in the car. I had pulled the route instructions out as we cruised into the control, relief like no other. Local knowledge, or misremembered knowledge was to play my downfall next, I was sure we went through Cockayne village, cue an awkward miscue and 12s dropped into my friends control.... Embarrassing..

It was back to Pryrigg forest and the final regularity through Caydale where the 2nd last control of the whole event I forgot to start a watch, I restarted on the minute but dopped a bit of concentration to lose 6s and that was the regs done.

The last 3 tests in Boltby and Richard was on it, smooth driving style and good corner speed and we were a good deal quicker through than the first time, until the exhaust fell off at the sump. Limp the poor car out and we mustered as much assistance from every golf gti crew (the bricknells) and local escort hooligan, John Ruddock. Fortunately the final mtc was at the end of the test so, nothing to be lost by spending the time preventing a PR disaster..

Confidence. It came back in the space of 9hrs in a car. Richard's easy going style definitely helped and I now look forward, rather than dread, those speed changes once again. Final result 9th o/a and 5th on regs, with a few "ifs, buts and maybes" like anyone, in any rally, ever.

Niall Frost : Ilkley & DMC

Photos Courtesy of Tony North



Three men died on Christmas Eve and were met by Saint Peter at the pearly gates.

'In honour of this holy season' Saint Peter said, 'You must each possess something that symbolizes Christmas to get into heaven.'

The Englishman fumbled through his pockets and pulled out a lighter. He flicked it on. 'It's a candle', he said.' You may pass through the pearly gates' Saint Peter said.

The Scotsman reached into his pocket and pulled out a set of keys. He shook them and said, 'They're bells.' Saint Peter said 'You may pass through the pearly gates'.

The Irishman started searching desperately through his pockets and finally pulled out a pair of women's panties.

St. Peter looked at the man with a raised eyebrow and asked, 'And just what do those symbolize?'

The Irishman replied, 'These are Carols.'

My first event of August was the Spadeadam MCs Blue Streak Targa Rally. I think (and I could very well be wrong) that this event is now in its fifth year. I was a little critical of the first two. I am not keen on Targa Rallies that are really a multi-venue autotest. I prefer something akin to the old fashioned farmyard grand prix of the '70s & '80s. I don't mind the odd Autotesty test but not a whole event that is set up to confuse or to trick competitors into making errors. It is a Targa Rally and not an autotest. Bit by bit the Blue Streak has evolved over its 5 years and improved (in my opinion) having gradually moved away from its original autotesty style tests. Although this year I was marshalling rather than competing I could still see the improvements and chatting to several competitors at the finish they were all very complimentary about the tests and the organization. Well done Spadeadam MC. However - can you do something about the weather, it never stopped raining - it took 3 days for me to dry out but the Lunch time Hot Pasty provided to Marshals was most welcome.

The next weekend was my annual visit to Scammonden Dam for Pendle & DMCs Hillclimb. The rain was coming down in bucketfuls when I left home and I was dreading what it would be like on the top of the Pennines. The rain had backed off a little when I pulled into the service area at the top of the track at Scammonden and then continued to improve and by 08:30 it was sun shining. We were then treated to a whole day of wall to wall sunshine - not what I had been expecting. Normally when I marshal at Scammonden I am usually paired up with Charlie Woodward. Over the years we have gradually discussed and slandered almost everyone in motorsport for the years from 1969 through to 1976. This trip to Scammonden was to be different - Charlie had gone on holiday and wasn't there (so 1977 & 78 will have to wait until next year). I finished up marshalling with Brian Wragg from Liverpool MC.

It might be hard to believe but Brian is even older than me. Brian is an ex Sergeant Major and relatively new to Motorsport (only 18 months) but is as keen as mustard. In between the cars making runs up the hill we watched the keep fit brigade run up and down the steps built into the wall of the dam - you have to be one serious fitness freak (or stupid) to do this. Following Scammonden Brian was off to marshal on the Gareth Hall Memorial rally run on the ranges at Trawsfynydd (*I note Brian has got another mention in Radio Mutterings on pages 42 & 43*)

Following a week of dismal weather we had the hottest day of the year, so far, for the Pendragon Stages at Warcop. For stages 1 to 6, I am located at Junction 2 and doing 'Judge of Fact' duties at the split. For stages 7 & 8 I have the same job but this time at Junction 15. Because the weather is so good I decide to sit out in the sun. My radio is placed on a camping table along with my pack of sandwiches and various drinks containers. Within an hour of completing my set up the stage goes live but it's not very long before car 11 goes off and the stage is stopped for an hour whilst the injured driver is recovered to RV3 (on the A 66) to then be taken to hospital by the Ambulance Service. By the time SS1 re-starts I am melting under the strength of the sun's rays - might have been cooler in the car. I could have then run the car's Air Conditioning. To the rescue comes Donna Harper (Malton 1) of Malton MC who lends me a rather large parasol which I attach to my chair with a bungee cord. - bliss - Out of the direct sun and in the shade. Whilst there is the odd off (well OK - a lot of offs) the only real delay seems to be a timing issue - cars are running at one minute intervals rather than at 30 seconds which, with the lost hour for the off, results in losing stage 7. Despite losing a stage I think everybody had a good time - the venue is superb. I know the stages are relatively long and that there are multiple splits but I still found it difficult to understand how so many crews managed to take the wrong road at the splits

I do get asked where I get all my jokes from. Lots of people send them in but I have two sources who every month come up with the vast majority of those jokes. John Harden of Liverpool MC & Phil James of Pro-Rally Photography

Grumpy Old Git

Still Wittering On & On & On



Aston Martin Woes Increase

Things look to be going from bad to worse for Aston. Late last month they announced a £79M loss for the first half of this year, a figure even worse than the markets were expecting after their profit warning a couple of weeks earlier. The shares, floated at £19 late last year have dropped to under £5 even after their major Italian investor had bought a large tranche from major Kuwaiti investors at £10 per share to stop them being dumped on the market.

The company announced it expected to sell less cars to its dealers this year than last and in fact the final total would probably be about 15% less than forecast. In addition gross profit margin on the cars is expected to drop from 13% to around 8% so a 40% drop in average revenue per car.

Analysts have called for “aggressive” cost reductions including suspending executive pay (which has been running at extremely high levels). It now seems that if Aston can’t launch their new DBX SUV bang on time and to the correct quality levels the company may be in serious trouble. It’s currently facing the double whammy of losing money whilst still having to fund the DBX investment with no cash coming from that direction until early next year. There are genuine fears they will run out of cash unless they can borrow on the debt markets or from shareholders.

In order to maximise declared profits before floatation the company forced a lot more cars than usual on their dealers, but to persuade the dealers to accept the increased stock had to increase the credit terms from 30 days to 90. Which means that they could declare a paper profit on the cars invoiced to the dealers but didn’t actually receive any cash until 3 months later.

I’ve always been a great admirer of Aston Chief Executive Andy Palmer, but was appalled when in the midst of all the recent bad news announcements he also publicly stated that if Honda were to pull out of supplying F1 powerplants to Red Bull Racing (who AM sponsor to the tune of many millions a year), then he would be keen to fill the gap. Which begs two questions, has he any idea how much an F1 engine programme costs, and equally any idea how little his company has in the kitty?

Failure To Wear Seatbelts Contributes To Rise In Road Deaths

Deaths in UK road accidents have been dropping since the 1960s but this decline stopped in 2010 and have stabilised at around 1800 fatalities a year.

Amazingly (to me) in 2017 over a quarter of those killed weren’t wearing a seat belt? So legislation has demanded ever safer cars featuring air bags, ABS, traction control and a lot more and almost 500 people a year throw their lives away by not bothering to buckle up. Unbelievable but true.

The Department of Transport is now considering a total of 74 proposals to improve road safety. One is to introduce penalty points for those caught not wearing a seat belt, currently its just a fine. Another is a graduated licence for young drivers restricting them from driving late at night and carrying passengers perhaps. An investigation is to be carried out into rural roads as they are the most dangerous.

Another plan is to introduce compulsory eye tests for drives over the age of 70 to be repeated every 3 years after that. Over two thirds of people over 70 have a full driving licence, 25 years go it was half that. However the impact is far less than the seat belt issue. In 2017 only two people were killed in accidents where poor eyesight was a factor, and that covers all ages.

One area that is again coming under scrutiny is the use of mobile phones while driving. Since 2003 it has been illegal to use a hand held phone while driving. The penalty for this was increased in 2017 to six penalty points and a £200 fine. “Experts” are now suggesting that using a hands free phone creates the same risk as being just over the alcohol limit. Don’t ask me how they calculate these things! So a public consultation is to be held on the subject soon.

Meanwhile Kwik Fit have produced “research” that shows more than 2.7 million drivers have veered off the road or had a crash in the last two years because they were distracted by their mobile phone. Of these just over a million collided with another car. Kwik Fit base this on a survey of just over 2000 UK motorists. It’s frightening that 24% confessed to reading texts while driving and 20% said they had sent texts while driving. Male drivers are 45% worse than female for texting at the wheel, and twice as likely to have an accident due to mobile phone use. Younger drivers are much worse than older ones in these matters, probably because most of we oldies struggle to send a text at the best of times.

However it’s all very well to stiffen penalties for seat belt and mobile phone use but just how are these new laws to be enforced?

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Almost 2.5 Million UK Cars May Have Had “Mileage Correction”

A study of mileage data from one million cars has suggested that around 6.5% have been “clocked” at some time. With 34M cars on UK roads that could mean almost 2.5 million with inaccurate mileage displays. And this study only inspected mileages between MOT tests it excluded those below 3 years old. It is thought that a large number of these younger cars are now having their mileage recordings altered to avoid excess mileage charges at the end of finance agreements.

Motorpoint Used Car Supermarkets Issues Profit Warning

Following on the bad news from new car dealer groups Pendragon and Lookers, Motorpoint who own a chain of used car supermarkets have followed suit with their profit warning. Their problem is not principally the drop in sales but more the rapid monthly decline in the value of the used cars they hold in stock. They normally stock around 5000, so if the cars are dropping in value by only £100 a month on average that’s a loss of half a million pounds a month. Worse average drops are a lot more than £100 a month just now!

Last year I wrote that I feared this would happen in 2019 as the record number of new cars sold in 2016 and 17 came to the end of finance contracts and entered a weaker economy, and this has come to pass although earlier in the year it seemed it might have been avoided. This monthly drop in value isn’t uniform. Diesels are dropping more quickly than petrols, large expensive cars of all types are depreciating more quickly than the average. Many dealers are trying to reduce their stock levels especially with the influx of part exchanges due against new 69 plate cars next month, and this only makes the situation worse.

Used car values traditionally decline more rapidly in the last quarter as demand slows, so this problem is likely to get worse before it gets better.

Electric Car News

In July sales of pure electric cars, those with no other means of propulsion than the batteries, almost trebled compared to July last year. The total was still only just under 2300 cars for 1.4% of the total but the trend is clear. And with many more new model pure electric cars to be launched in the coming months this growth will only continue. Many of these new models will offer longer range and most important of all lower prices. VW, MG, Honda, Peugeot and Vauxhall are just some of the manufacturers with new electric cars coming soon.

However surveys suggest that growth in sales of these cars is being slowed by lack of clear guidance for consumers as to what Government policy actually is. Certainly the reduction in Government Grant for Plug In Hybrids a few months ago sent all the wrong signals. Better news was the announcement that state funding for vehicle charging points in residential streets is to be doubled with an extra £2.5 Million allocated to fund more than 1000 new charging £1.5 points in the next year with forecasts saying over 50000 new pure electric cars will be sold in the next year simply doesn’t begin to tackle the charging problem. Never mind the cars already on the road, each new one will have to share every new charging point with 49 other cars?

Both Bentley and Bugatti are planning electric powered cars. Bugatti intend to sell between 600 and 800 a year at a million euros each to run alongside the existing Chron model. For Bentley they are looking at a flagship large saloon perhaps using a fuel cell to provide sufficient power and range. Bad news for the UK is the Crewe factory will probably be reduced to producing only this model and the hand crafted milliner division specials with continentals being made in Leipzig from 2029. Production of the (to me) incredibly ugly Bentayga SUV is already planned to transfer to Leipzig in 2023.

Is Electric Really Clean?

I've stated before that I don't believe so, and continue to support hydrogen power as the real answer to non polluting vehicles (see below). How clean electric cars are depends firstly on where the electricity comes from. Mercedes recently confirmed that if you drive one of their electric EQC cars in china you will actually increase your emission footprint compared to a clean internal combustion powered car. Reasons are first that most electricity in China is produced by coal fired stations. Second producing the battery cells produces a relatively high CO2 output. However if you drive the same car in Germany the carbon produced is 40% lower than internal combustion over the lifetime of the car, and the next generation of electric cars will be better still. As I've reported previously not all scientists agree. Many still insist that over whole life current electric cars are in fact the dirtier choice.

Certainly if electric cars are to be clean the electricity they use has to be clean. And the electricity to produce the car and the batteries that power it. One of the key elements of the batteries is cobalt. It takes 8000 kilowatt hours of electricity to produce a single ton of cobalt.

Hydrogen Powered Test Fleet Covers 8 Million Kilometres

There is a Pan European project called Hydrogen Mobility Europe (H2ME) which since 2015 has been operating a fleet of test cars across a number of countries including Germany, France, Scandinavia and the UK. These cars, there are now 500 on the fleet, have now covered 8 million kilometres, over 5 million of those in 2018. The project has also been responsible for the establishment of a total of 30 hydrogen refuelling stations. The aim is to prove the practicality of hydrogen powered vehicles and seek to help develop attractive ownership models in particular for tax-is, captive fleets and in cities with significant air quality problems.

By 2022 the plan is to have 1400 vehicles including vans and trucks with 50 refuelling stations.

Many experts believe hydrogen is the best alternative fuel for automotive purposes, being cleaner than electric and offering the same range and speed of refuelling as petrol or diesel vehicles. Of course there are problems to be solved, which is exactly what this project is helping to do.

The industry has now invested countless millions in electric and is loath to write all that money off to start again with hydrogen but this non-expert thinks and hopes that is the way things will eventually go.

Scrappage Schemes To Speed Sales Of Low Polluting Cars?

Some months ago the Mayor of London announce a £25M scrappage scheme designed to encourage owners of higher polluting cars to trade up to a new clean vehicle. This goes live soon but has been criticised as its forecast that less than 2% of the higher polluting cars in London will in fact be scrapped. Many people are campaigning for a much larger national scheme with a £1.5 Billion budget with a target of seeing almost half a million older high polluting vehicles taken off the roads. However they don't offer much explanation as to where that vast amount of money might come from.

There is one point that they've missed. If the average price of a new electric car reduces to £25000 (it's a lot more than that currently) then the Government receives over £4000 of VAT for every one sold. So half a million new cars = £2 Billion extra income for the Treasury. So the scheme costs nothing. Why the Green campaigners can't work that out and shout about it I've no idea.

Another Jaguar – BMW Cooperation

Following the recent announcement that these two were establishing a joint venture to develop electric and self-driving cars news them working together in other ways has now broken.

A revised F Type Jaguar sports car is on the way. Enthusiasts will be delighted to learn it will continue to offer a big V8 engine. However the current Jag 5 litre is being pensioned off as low sales volumes don't make it worthwhile continuing to develop it to meet latest emission requirements. So the V8 making those nice noises in the next F Type will in fact be supplied by BMW. I'm sure there will be more similar news to follow.

5G Mobile Phone Network Opens The Way to Self Driving Cars

I'll not bore you with technical stuff I don't understand but the basic point is that the 5G mobile communications network now starting to be rolled out in the UK has many times more capability than the 4G its replacing. For example a film that can be downloaded in 15 minutes on 4G takes 3 minutes using 5G.

This increased capability is, many say, absolutely vital for the introduction of self driving cars which need to communicate with each other, with satellites and traffic lights. Thousands of 5G base stations now exist in the UK, in fact we have more than any other country in Europe, but we'll need an awful lot more to make self driving cars a reality. They are low powered so can be mounted on a lamp post or telegraph pole, but they need to "see" each other and can't "see" through buildings. So in cities there will need to be one on EVERY street corner. On a straight stretch of motorway there would need to be one every half mile, but closer on curves.

Rural areas present obvious problems with installation of the masts years away if ever/ Where I live on the fringe of the Lake District we're still on 3G! However it's expected that within 5 years it will be possible to use a mixture of land based stations and satellites with the receivers seamlessly roaming between them.

Paul Gilligan



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

A man wakes up in the hospital, bandaged from head to foot.

The doctor comes in and says, "Ah, I see you've regained consciousness. Now, you probably won't remember, but you were in a pile-up on the motorway.

You're going to be okay, you'll walk again and everything, but...

Something happened. I'm trying to break this gently, but the fact is, your willy was chopped off in the wreck and we were unable to find it."

The man groans, but the doctor goes on, "You've got £9,000 in insurance compensation coming and we have the technology now to build you a new willy that will work as well as your old one did - better in fact! But the thing is, it doesn't come cheap. It's £1,000 an inch."

The man perks up at this. "So," the doctor says, "It's for you to decide how many inches you want. But it's something you'd better discuss with your wife. I mean, if you had a five inch one before, and you decide to go for a nine incher, she might be a bit put out. But if you had a nine inch one before, and you decide only to invest in a five incher this time, she might be disappointed. So it's important that she plays a role in helping you make the decision."

The man agrees to talk with his wife.

The doctor comes back the next day. "So," says the doctor, "have you spoken with your wife?"

"I have," says the man.

"And what is the decision?" asks the doctor.

"We're having granite worktops"

An American walks into an Irish pub.

He asks the patrons, "I'll bet \$500 that none of you can drink 10 pints of Guinness in 10 minutes."

People raise their heads, but ignore the absurd bet and go back to drinking and merrymaking, except an Irishman who leaves the bar.

Some time passes and the Irishman comes back to the pub and approaches the American.

"Is yer bet still on the table?"

The American replies, "Sure it is! Bartender, get this man his drinks."

The bartender lines up 10 pints of Guinness on the bar.

The Irishman starts drinking and drinks up all the Guinness in less than 5 minutes.

Astonished, the American hands over the money and asks, "Well, may I ask where you went earlier? Did you go to prepare in some ancient Irish way?"

"Nah. I went to the pub next door first to see if I could do it."



NESCRO



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

2019 Challenge Positions

Following the Northern Dales Classic

Only showing the Top 10

NESCRO 2019 Historic Driver's Challenge

Pos	Driver	pts
1	David Marsden	343.6
2	Brian Bradley	285.5
3	John Sloan	248.8
4	Graeme Cornthwaite	233.6
5	David Garstang	231.6
6	Pete Tyson	192.3
7	Joe Hardy	158.1
8	Simon Boardman	128.3
9	Ian Dixon	117.7
10	Andrew Aird	116.2

NESCRO 2019 Targa Driver's Challenge

Pos	Driver	pts
1	Simon Jennings	542.8
2	Chris Dodds	383.9
3	Geoff Bateman	331.8
4	John-Paul Foran	320.7
5	Phillip Hodgson	297.7
6	Jack Morton	272.4
7	Liam Charlton	222.1
8	Quentin James	220.3
9	Gina Walker	219.8
10	James Hastings	218.6

NESCRO 2019 Historic Navigators Challenge

Pos	Navigator	pts
1	Michael Marsland	285.5
2	Michael Garstang	264.4
3	Marian Sloan	248.8
4	Mathew Alexander	231.6
5	Lynsey Procter	200.3
6	Neil Harrison	192.3
7	Dave Boyes	158.1
8	Paul Garstang	141.1
9	Judith Grasse	115.2
10	David Barritt	112.9

NESCRO 2019 Targa Navigators Challenge

Pos	Navigator	pts
1	Maggy Bateman	331.8
2	Joshua Bailey	320.7
3	Ian Giles	318.8
4	Colin Fish	295.3
5	Clive White	247.5
6	Tom Howe	220.3
7	Allana Wilson	219.8
8	James Greenough	213.5
9	Kirsty Thompson	208.1
10	Fiona Tyson	206.7

2019 Calendar

1st September

Wearside

15th September

Stocktonian

22nd September

Doonhamer

13th October

Solway

10th November

Saltire



Blue Streak Targa Rally : Photos Courtesy of Graham Petry



'I declare that I am physically and mentally fit to carry out my duties and that I will inform the organisers immediately should any change in my condition occur which I have reason or ought to have reason to believe would affect my ability to carry out my duties.'

Did you know this sentence forms part of the declaration that you sign every time you volunteer?

In training we are told to look after ourselves, our buddies, drivers and then worry about the cars. So be selfish and make sure you are ok before you even get to the event – and if you are not well enough then don't battle on but send your apologies to the Chief marshal. No one will thank you for carrying on if you later require medical attention or put someone else in danger.

Be prepared for the weather – another essential training point. Your welfare is your responsibility – so make sure you have waterproofs, sun cream, hat and food and fluids for the day. Put extras in the car and if the organisers provide something see it as a bonus not an entitlement. A number of events provide water bottles but that's not great for the environment so reuse them where possible!

We are all volunteers – we are not paid but sometimes get freebies / vouchers / raffle prizes from organisers. These should be gratefully received but not expected! I for one do this as a hobby anything extra is a bonus. I keep my raffle prizes and save them up to buy new kit!

You should be given permission to get extra supplies from your superior – even if someone stands in for you when there is no break in proceedings! Be ready for any eventuality and plan accordingly - check the weather report and plan for the opposite too. We are in the U.K. after all.

It is really important that you look after yourself but what about your buddies. We like to think of ourselves as one big family so check up on each other. And this means mental health as much as physical health.

Ask someone who is acting out of character if they are ok? Is there someone you haven't seen for a while? Can you give them a call?

We have elected MIND as our charity at my workplace. The numbers are quite staggering: 'Three in five young people have experienced a mental health problem or are close to someone who has'. MIND can help with all sorts of situations and we should help remove the stigma of mental health. It's ok not to be ok. Thanks Georgina for opening up about this topic.

I would also like to remind all members that there is no place in the club for verbal or physical abuse, harassment or bullying of any kind. This will not be tolerated and will be dealt with accordingly. Please respect each other – opinions, decisions and outcomes all can lead to disagreement but there is no need for this to lead to anything more serious than a healthy and lively debate.

Take care of yourself and each other #orangefamily

Nadine Lewis



2300 Club's 2019 John Easson Award



More Good News from George Lepley

The 2300 Club's 2018 John Easson Award winner, George Lepley, kicked off his season with a class win on the Cambrian earlier in the year.

He's since been carrying on the good form by winning the championship! Very well done to a very worthy winner.

If you are a young rally driver or co driver, entry for the 2019 John Easson Award opens again on 1st of September. Check out the website www.2300club.org for details nearer the time. Get your 2020 season of to a flying start.

Manx Auto Sport PokerStars



Isle of Man. 8th and 9th of November **VOLUNTEERS REQUIRED**

This iconic Manx event takes place over 100 exciting plus stage miles in 16 stages over 2 days.

**Entries are now coming in fast.
Set to be another great event.**

**If you would like to join our team.
We are now recruiting for Marshals,
Radio operators and Timekeepers.**

If you would like to join us, speak to Sally & the team at IOM Events : info@iomevents.com

Or telephone 01624664460

Great travel and accommodation deals package from £99.00 per person.

Please contact our Volunteers liaison officer Alison on 07624 287178 to register your attendance. Volunteers@manxautosport.org

Words of Wisdom

- A will is a dead giveaway.
- With her marriage, she got a new name and a dress.
- Police were summoned to a daycare center where a three-year-old was resisting a rest.
- Did you hear about the fellow whose entire left side was cut off? He's all right now.
- A bicycle can't stand alone; it's just two tired.
- The guy who fell onto an upholstery machine last week is now fully recovered.
- He had a photographic memory but it was never fully developed.
- When she saw her first strands of gray hair she thought she'd dye.
- Acupuncture is a jab well done. That's the point of it.
- I didn't like my beard at first. Then it grew on me.
- Did you hear about the crossed-eyed teacher who lost her job because she couldn't control her pupils?
- When you get a bladder infection, urine trouble.
- When chemists die, they barium.
- I stayed up all night to see where the sun went, and then it dawned on me.
- I'm reading a book about anti-gravity. I just can't put it down.
- Those who get too big for their pants will be totally exposed in the end.



2300 Club presents: The John Easson Award 2019



The 2300 Club is proud to announce the details of the 2019 John Easson Award for young rally drivers.

First run in 2004, the Award is named after rally driver John Easson, a regular rally competitor and a generous supporter of the 2300 Club before tragically losing his life in an air accident in 1999.

For 2019, the John Easson Award will once again continue the successful format of assisting a young British competitor with financial support, and maintain its place as the UK's number one free-to-enter cash prize rally Award.

The award is open to **drivers** and **co- drivers**. Individuals from all disciplines of rallying are eligible to enter, and a junior driver / co-driver has just as much chance of being chosen for the award as an experienced competitor.

The prize is as always fantastic; **£5,000 cash** to the selected applicant. And once again for this year we are offering an extra bonus payment of **£1,000** if the driver or co-driver wins the overall class award on the championship they have taken part in during the 2020 season.

The prize fund will be allocated in stage payments to pay entry fees for a selection of rallies the winning applicant takes part in during the 2020 season, which the committee feel will help ease the financial burden placed on a young driver/ co driver during their rally season. And if successful in securing the bonus prize of £1,000 this will be a huge help in kick starting their 2021 rally season.

The final selection process will see the top three applicants for the award being invited to an informal interview with a panel of judges who will decide the overall John Easson Award winner.

The JEA is huge reward for only a little effort, free to enter and open to all drivers / co drivers who fit the following criteria:

- Age under 25 on the 31 October 2019, Resident in the British Isles, including Northern Ireland, Isle of Man, Channel Islands
- Holders of a MSA competition Licences.
- Entries open on the 1st September 2019 and close at midnight on the 31 October 2019

Drivers / Co-Drivers who wish to enter should send the following details as a minimum to the Award scheme manager:

- A current motorsport CV outlining experience and results to date
- A covering letter explaining why the panel should select them as winner and their aims for their future in rallying
- A reference letter from any 3rd party

Entry presentations can be as inventive and detailed as an applicant wants to make them; the above criteria are a minimum and we always look forward to receiving some interesting presentations! And of course applications from previous applicants are always welcomed, and it should be noted many of our winners had been previous applicants.

Entries should be sent to the John Easson Award Manager, Allan Durham at the contacts below:

**John Easson Award
Allan Durham
C/o Pro-Tec Motorsport
Unit 6, Clifton Business Park
Preston New Road
Clifton, Preston
Lancashire, PR4 0XQ**

Previous JEA winners:

2004: George Collister, Isle of Man
2005: Stevie Brown, Scotland
2006: Ryan Borthwick, Scotland
2007: Alick Kerr, Scotland
2008: Philip Scholes, England
2009: Mark McCulloch, Scotland
2010: Sara Williams, Wales
2011: Osian Pryce, Wales
2012: Matt Griffin, England
2013: Chris Ingram, England
2014: Aaron McClure, England
2015: Matthew Jackson, England
2016: Sam Bilham, England
2017: Tommi Meadows England
2018: George Lepley England
2019: It could be you ?

Further information:

Email: allandurham@btconnect.com

- Sue Sanders joined us for the meeting, Head of Education & Training at Motorsport UK, for the meeting and provided some very enlightening updates from our governing body.
- There will be a replacement for the Volunteers in Motorsport website - Motorsport UK have accepted that we need somewhere for marshals and they have someone working on the website, hoping to be live before the end of the year.
- Sue gave an overview on the current Education & Training department:
- James Betchley - Volunteer & Officials Pathway Manager
- There will be an advert this week for a Marshal Development Officer (title TBC!) who will report to James
- Currently Greg Symes holds the position of Competitor Pathway Manager, however he is moving across to work with FIA, so an advert will go live for this role shortly.
- Jen Carty has moved back to be a member of the team undertaking Safeguarding
- Becky Maidment is sitting in the middle of the whole team as Training Administrator
- New learning modules will be going live September onwards
- New way of presenting the marshal grading scheme
- Sue has a meeting with Hugh Chambers next week about recruitment & awareness across grassroot levels
- There are 2 sub groups from the Marshal Working Group, with 1 looking at recruitment and the other looking at retention.
- Training Day application forms are now available for 2020 (if anyone requires a form, please email secretary@anwcc.co.uk) - the panel that approve applications are all voluntary and look at 200 applications, so does take some time.
- Looking at possibly changing the terminology of Club Steward to Event Steward - it's currently seen as a job for the 'old men' - but have they had recent training / awareness of the changes in the sport?
- Suze Endean has been replaced by Claire Kirkpatrick, but in a slightly different role.
- Looking at Co-Driver Training - Matt Endean and Sasha Heriot, working with Greg Symes to progress this, but not compulsory training.
- There have been 200 applications for the 'new' Council.
- Rally GB - move to Northern Ireland? Possibly, but not next year - Wales have 2 year deal left and have said can retain this for future years.
- Currently 10 closed road events happening.
- Revolution Magazine (via app/email) - if you're not receiving notification that one is available, please email sarah.tibbetts@motorsportuk.org and it will be looked at.
- Nicky Moffitt is standing down as Chair of Regional Committee, having been involved for 38 years. Peter Weall is becoming Chair and Chris Woodcock is replacing Peter as Vice-Chair.
- Autotest Committee - looking at whether they can re-write the rules for PCA/Autosolo/Autotest to simplify them
- Cross Country Committee - looking at doing away with tyre list 5A/B/C and also weights in cars - cars are getting too fast for the courses.
- LARA - Powys are applying different rules to different clubs and LARA have produced document relating to the rules/regulations - available at http://laragb.org/pdf/LARA_20190726_MotorsportEventsOnPROW.pdf
- Event Invitations - [Wallasey Motor Club](#) - [Promenade Stages](#) at New Brighton on 6th & 7th September
- Championships - 221 competitors which is up on last year, with 115 being renewals, 41 returned and 65 newcomers.
- **Please email anwcc@talktalk.net if your event date is changing.**
- Date of Awards Presentation - 26th January 2020 at Hallmark, Handforth - tickets available in due course.
- **Marshal draw winners:**
 - May - Tracey Smith
 - June - Helen Winterburn
 - July - Steve Johnson
- Training - 26th January 2020 at Warrington Campus.
- If anyone wants help running training days, or completing budget application form - please email Katy at info@mediachoice.co.uk
- Sue made a closing statement on behalf of Motorsport UK, in thanking Jan Baddeley and Derek Machin for all they've done with training days and the ViM website over the past years.

Championship Standings

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

Road Rally :

O/A	Driver	Club	Points
1	Mark Lennox	Newtown	372
2	Andy Price	WBCC	340
3	Steve King	WBCC	294
4	Steven Williams	Teifi Valley	282
5	Gerallt Williams	Bala	184
O/A	Navigator	Club	Points
1	Rob Bryn Jones	Clwyd Vale	378
2	Ian Beamond	Newtown	372
3	Michael Hughes	Dovey Valley	357
4	Grace Pedley	Knowldale	302
5	Cadog Davies	Lampe5ter	218

Stage Rally :

O/A	Driver	Club	Points
1	Adam Williams	Warrington	682
2	Greg Williams	Warrington	667
3	Keith Anglesea	B&B	534
4	Andrew Morris	WBCC	464
5	James Swallow	Bolton	428
O/A	Co-Driver	Club	Points
1	Jonathon Kennedy	Warrington	730
2	Lewis Griffiths	C&A	724
3	Rachael Atherton	Warrington	682
4	Chloe Thomas	Clitheroe	464
5	Lauren Hewitt	Warrington	410

Stage Rally (Forest) :

O/A	Driver	Club	Points
1	Tony Simpson	BTRDA	158
2	Nigel Cay	York	154
3	Steven Ormond-Smith	Manx AS	116
4	Jonathon Whalley	Clwyd Vale	113
5	Jayne Auden-Row	ERO	110
O/A	Co-Driver	Club	Points
1	Ian Jones	NWCC	181
2	Fred Roberts	York	149
3	Chris Row	NWCC	128
4	Heather Merryson	60 & Worcs	109
5	Jon Riley	York	106

Autotest :

O/A	Driver	Club	Points
1	Colin Moreton	Knutsford	194
2	Paul Fobister	Rhyl	161
3	Dave Evans	Whitchurch	144
=4	Dave Goodlad	Knutsford	92
=4	Duncan Wild	Knutsford	92

PCA (U 25):

O/A	Driver	Club	Points
1	Jessica Crawley	Warrington	208
2	James Robinson	U17MC	180
3	Matthew Nicholls	Bolton	141
4	Adam Williams	Warrington	118
=5	Chris Johnson	Warrington	104

AutoSOLO :

O/A	Driver	Club	Points
1	Chris MacMahon	U17MC	184
2	Scott MacMahon	U17MC	181
3	Neil Jones	Bala	179
4	Andy Williams	Knutsford	163
5	Howard Morris	Rhyl	141

Sprint :

O/A	Driver	Club	Points
1	John Wadsworth	NWCC	807.28
2	Nigel Fox	Clitheroe	782.33
3	Stephen Norton	Longton	656.99
4	David Goodlad	Knutsford	597.12
5	Peter Messer	Clitheroe	576.94

Hillclimb : Provisional Final

O/A	Driver	Club	Points
1	Peter Houghton	Ilkley	596.60
2	Robert Holt	Liverpool	458.00
3	David Goodlad	Knutsford	403.47
4	John Wadsworth	NWCC	393.96
5	Dafydd Williams	C&A	348.61

Trials :

O/A	Driver	Club	Points
1	Rupert North	A&PMMC	213
2	Henry Kitching	Ilkley	188
3	Kevin Roberts	Bala	157
4	Ifan Roberts	Bala	138
5	Sion Griffith	Bala	121

Championship Standings

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

North Wales Stage Rally Challenge

O/A	Driver	Club	Points
1	Adam Williams	Warrington	184
2	Greg Williams	Warrington	163
3	Keith Anglesea	B&B	148
4	Andrew Morris	WBCC	147
5	Trevor Groves	Clwyd Vale	114

O/A	Navigator	Club	Points
1	Rachael Atherton	Warrington	180
2	Jonathon Kennedy	Warrington	160
3	Lewis Griffiths	C&A	150
4	Chloe Thomas	C&A	148
5	Sion Cuniff	C&A	103

North Wales Road Rally Challenge

O/A	Driver	Club	Points
1	Mark Lennox	Newtown	138
2	Andy Price	WBCC	123
3	Gerallt Williams	Bala	120
4	Steve King	WBCC	114
5	Steven Williams	Teifi Valley	97

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	Phil Wood	P&NMC	47
2	Peter Williams	Clwtd Vale	46
3	Rich Harrison	Knutsford	43
4	Ian Crammond	3 Castles	25
5	Arthur Jones	Rhyl	20

O/A	Co-Driver	Club	Points
1	John Yould	B&B	63
2	Matthew Volkes	Knutsford	50
3	Andy Darlington	Clwyd Vale	45
4	Peter Boyce	Knutsford	39
5	Gary Evans	Matlock	23

Allrounders Championship

O/A	O/A Driver	Club	Points
1	John Wadsworth	NWCC	147
2	David Goodlad	Knutsford	146
3	Peter Houghton	Ilkley	108
4	Jeff Buchanon	NWCC	104
5	Rob Bryn Jones	Clwyd	99

O/A	Junior (U25) Driver	Club	Points
1	James Robinson	U17NW	103
2	Scott MacMahon	U17MC	95
3	Jessica Crawley	Warrington	80
4	Sion Griffith	Bala	76
5	Ifan Roberts	Bala	71

O/A	Driver - 1000cc	Club	Points
1	Andy Williams	Knutsford	84
2	James Williams	Knutsford	52
3	Jessica Crawley	Warrington	51
4	Andy Crawley	Warrington	40
5	Lauren Groves	Clwyd Vale	14

Inter-Club Championship

O/A	Club	Points
1	Knutsford	295
2	North Wales CC	268
3	Caernarvonshire & Anglesey MC	259
4	Bala & DMC	239
5	Bolton-le-Moors	237
6	Ilkley & DMC	226
7	Clitheroe & DMC	203
8	Liverpool MC	200
9	Under 17 MC (NW)	197
10	Hagley & DLMC	180

Marshals Championship

O/A	Marshal	Club	Points
1	Tim Millington	Warrington	117
2	Amanda Baron	Accrington	75
3	Laura Jos	C&A	68
4	Catrin Jos	C&A	63
=5	Rob Jos	C&A	55
=5	David Mitchell	NWRLC	55
7	Jim Livesey	U17MC	44
=8	Maurice Ellison	Clitheroe	42
=8	William O'Brien	Warrington	42
=8	Robert O'Brien	Warrington	42

Championship Standings

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

Glynne Edwards Memorial Championship

O/A	Club	Points
1	Bala & DMC	860
2	Caernarvonshire & Anglesey	840
3	North Wales CC	578
4	Harlech & DMC	569
5	Clwyd Vale	330
6	Rhyl & DMC	212
7	Broughton & Breton MC	158
8	116 CC	76

Ladies Rally Championship

O/A	Driver	Club	Points
1	Jayne Auden - Row	ERO	121.59
2	Cathy Sewart	BWRDC	71.88
3	Ashleigh Morris	Bolton	62.50
4	Jade Paveley	North Wales	57.69
5	Lauren Groves	Clwyd Vale	30.95

O/A	Co-Driver	Club	Points
1	Rachael Atherton	Warrington	479.14
2	Chloe Thomas	C&A	348.90
3	Heather Merrison	60 & Worcs	280.00
4	Lauren Hewitt	Wigan	269.07
5	Grace Pedley	Knowlale	258.00

Three Sisters Rally Challenge

O/A	Driver	Class	Points
1	Dan Woods	C	141
2	Adam Williams	E	138
3	James Swallow	E	137
4	Phil Shaw	B	131
5	Greg Williams	E	129

O/A	Co-Driver	Class	Points
1	Rob Bryn Jones	A/D	143
2	Tony Garrett	C	141
3	Barry Armer	B	140
4	Rachael Atherton	E	138
5	Victoria Swallow	E	137



**ASSOCIATION OF
NORTH-WESTERN
CAR CLUBS**

www.anwcc.co.uk

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**Clitheroe
& District
Motor Club**



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Clitheronian Rally 21/22nd September

This year the event is again being run under a Road Rally permit, with straightforward navigation in the form of six figure grid references with ample time to plot. As ever, we aim to provide you with some no-nonsense rallying on great roads.

**The route will take in maps
97,98,102 & 103.**

The route will be taking in 145 miles of classic, 100% tarmac roads that will be familiar to many competitors, but still challenging nonetheless.

**Regs and online entries will be available at
[www.clitheroedmc.co.uk/
ClitheronianRally.htm](http://www.clitheroedmc.co.uk/ClitheronianRally.htm)**

Marshals Appeal

Without the generous support of the marshals, we wouldn't have an event. Whilst we are not insisting that each competitor brings a marshal (as many clubs are doing these days) it would be an enormous help if you could ask your friends or club colleagues if they would like to support our event

**If you would like to marshal, please contact
the chief marshal:-**

**Matt Broadbent tel. 07342 215686
or email chiefmarshal@clitheronian.co.uk**

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	Celus 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	Cambrion	North Wales CC
Mar 9	Malcolm Wilson	Kirkby Lonsdale MC
Mar 30	Rally NW	Winkleton & S Staffs CC
May 11	Plains	Knabthorpe & 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	Hexham & DMC
Mar 23/24	Rali Llyn	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	Rali Bro Cader	Harlech & DMC
Aug 17/18	Baroud Rally	Baroud MC
Sep 14/15	Rali Môn	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	Rali Mike Darowen	Dovey Valley MC

NORTH WALES ROAD RALLY CHALLENGE

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

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

HISTORIC ROAD CHAMPIONSHIP

Feb 23/24	Hexham Historic	Hexham & DMC
Mar 2	Tour of Cheshire	Knabthorpe & 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	Knabthorpe & DMC
(Inter-Association Team Autotest 2019)		
Aug 4	Autotest *	Under 17 MC NW
Sep 1	Kenning's	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 *	Knabthorpe & DMC
Feb 3	PCA *	Bolton-le-Moors CC
Feb 16	PCA *	Under 17 MC NW
Feb 17	PCA *	Accrington MSC/CSMA NW
Mar 10	PCA *	Caerns & Ang MC
Apr 7	PCA *	Warrington & DMC
Apr 14	Easter PCA *	Bala & DMC
Apr 28	PCA *	Rhyl & DMC
May 19	PCA *	Boundless by CSMA NW
May 26	PCA *	Warrington & DMC
Jun 23	PCA *	Boundless by CSMA NW
Jul 13	PCA *	Warrington & DMC
Jul 14	Weardale PCA *	Hexham & DMC
Jul 14	PCA *	Warrington & DMC
Jul 21	Blew Moch PCA *	Bala & DMC
Aug 3	PCA *	Under 17 MC NW
Aug 4	PCA *	Under 17 MC NW
Aug 4	Kenning's	Caerns & Anglesey
Sep 15	PCA *	Warrington & DMC
Sep 21	Aberconwy *	North Wales CC
Sep 22	PCA *	Rhyl & DMC
Oct 27	PCA *	Warrington & DMC
Nov 3	Ranges PCA *	Bala & DMC
Nov 17	PCA *	Rhyl & DMC
Dec 1	PCA *	Bolton-le-Moors CC
Dec 7	PCA *	Under 17 MC NW
Dec 8	PCA *	Accrington MSC

AUTOSOLO CHAMPIONSHIP (* inc Clubman)

Jan 27	New Year A solo *	Knabthorpe & 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	Knabthorpe & 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	Ingleton 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	Filbrate 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 Knabthorpe & 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!



Lancashire Automobile Club

David Richards, Chairman MotorSport UK
A Technical Forum for North West Regional Club Officials

Dear Motor Sport Colleague,

As part of his commitment to engage closely with the grass roots of motorsport, in order to understand its needs and concerns, David Richards, in his capacity as Chairman of Motorsport UK, is keen to meet with and hear the views of officials and club personnel from across the motorsport fraternity and has requested that such a gathering take place in the North West of England.

The Lancashire Automobile Club is delighted to have been asked to host the event which will take place on **Tuesday 15th October 2019** at Whalley Golf Club, Long Leese Barn, Clerk Hill Rd, BB7 9DR at 19:15hrs for a 19:30hrs start.

For the evening to be a success, and in order to maximise David's time, it has been decided that clubs provide questions in advance of the event and, as such, a form is attached for this purpose. An additional form is also supplied in order that the names of up to five club officials can be nominated to attend.

By providing questions in advance, David will be able to identify common issues and address these as part of his forum. It is hoped that the questions will cover a wide and varied range of topics (i.e. regulations, duties of officials, safety equipment, etc.).

The event is limited to approximately 100 people and a light meal of lasagne and salad will be provided for those attending (*a vegetarian option can be requested prior to the event but cannot be ordered on the evening*). The Lancashire Automobile Club will subsidise the cost of the meal but ask that a payment of £10.00 per ticket be made which will include a donation to David's nominated charity, the British Racing Drivers' Benevolent Fund, as he does not wish to receive payment for his attendance.

Tickets will be issued on receipt of payment. The closing date for applications is Tuesday 1st October 2019 to allow time for posting of tickets.

The Lancashire Automobile Club hopes that you will be able to support this opportunity to meet with David Richards and looks forward to welcoming you.

Kind regards,

Lancashire Automobile Club Ltd

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Clitheroe & District Motor Club



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Clitheronian Rally 21/22nd September



This year the event is again being run under a Road Rally permit, with straightforward navigation in the form of six figure grid references with ample time to plot. As ever, we aim to provide you with some no-nonsense rallying on great roads.

**The route will take in maps
97,98,102 & 103.**

The route will be taking in 145 miles of classic, 100% tarmac roads that will be familiar to many competitors, but still challenging nonetheless.

**Regs and online entries will be available at
[www.clitheroedmc.co.uk/
ClitheronianRally.htm](http://www.clitheroedmc.co.uk/ClitheronianRally.htm)**

Marshals Appeal

Without the generous support of the marshals, we wouldn't have an event. Whilst we are not insisting that each competitor brings a marshal (as many clubs are doing these days) it would be an enormous help if you could ask your friends or club colleagues if they would like to support our event

**If you would like to marshal, please contact
the chief marshal:-**

**Matt Broadbent tel. 07342 215686
or email chiefmarshal@clitheronian.co.uk**



Interesting Facts for 2019

- 177 entries received (more than the total of 2016)
- 5 former Mull winning drivers
- 11 drivers who have won other rallies
- 3 people who contested the first ever Tour of Mull in 1969
- 2 drivers on their first ever stage rally
- Furthest travelled - 11,545 miles
- 24 Local drivers
- 6 drivers from across the Irish Sea
- 40 Ford Escorts
- 9 Minis
- 15 WRC/R5/S2000 cars
- Around 20 Newcomers to Mull
- 3 of the top 5 crews in the STRC
- 1 driver who's had a test in a F1 McLaren
- 1 car that has finished in the top 10 of WRC this year (twice)
- 1 car that has been driven by a F1 race winner
- 1 multiple WRC Champ and 4 further WRC rally winners
- 2 ex-Colin McRae Ford Focus WRC
- 1 ex-Francois Duval Ford Focus WRC
- 1 ex-Petter Solberg Subaru Impreza WRC S11

Paddy and Murphy are on a cruise.

They're up on deck and Paddy says to Murphy, its awfully quiet tonight we seem to be the only people on the ship.

Murphy says to Paddy, everyone will be listening to the band.

Paddy says, there isn't a band.

Murphy says, I distinctly heard someone shouting
"A BAND ON SHIP."



The Adgespeed Stages

Three Sisters Race Circuit.

Ashton In Makerfield, Wigan.

Sunday 13th. October

Wigan & District Motor Club and our sponsor Adgespeed Rally Car Preparation of Irlam, many thanks to Adrian Spencer of ADGESPEED for sponsoring the rally.

The Adgespeed Stages is a round of A.N.W.C.C. and SD34MSG Stage Rally Championships 2019.

The rally is also the final round of, The 6R4.com Three Sisters Rally Challenge 2019 and The A.W.M.M.C. Heart of England Stage Rally Championship 2019.

The rally will be the thirty-seventh stage rally that we have organised at the Three Sisters Race Circuit, so you should expect good stages and fast turnarounds as usual.

The event will be a round of seven regional championships so be sure to get your entry in early to avoid any disappointment.

The organising team wish all competitors a good day's motor sport

Regs :

www.wiganmotorclub.org.uk

MARSHALS

Chief Marshal. Tony Jones.

Mob. 07770 210881.

E Mail tij909@gmail.com

Lindholme MSC

Vale of York Stages

Melbourne Airfield

8th September

As many of you may know a lot of investment has been put into Melbourne Airfield by the three clubs that run events on the venue.

Two events have now run successfully and some further improvements are still being made. Lindholme MSC are running the Vale of York Stages, the third event, on 8th September 2019.

As in the past I would be grateful for any offers to marshal covering in stage marshals. We cannot run without your help. We would prefer that the majority of marshals are registered with Motorsport UK however non-registered marshals will be made equally as welcome and will be paired up with registered marshals.

It is our intention to run 8 stages. Signing on will be in the usual location from around 06:45. There is a slight change to the marshals 'goodies' this year as we will be providing a breakfast voucher for each marshal who signs on, these will be valid for a bacon buttie and drink at the catering facilities that will be on site. There will also be the usual marshals prize draw.

If you are able to help out this year can you please let me know at elmsr52@gmail.com. When contacting me please let me have a scan or picture of your marshals registration card, details of your preferred role and, if radio, your callsign. Also can radio crew please let me know if they are single or double manned as this will help greatly with our planning.

I look forward to hearing from you soon.

Regards

Richard Elms elmsr52@gmail.com.

Chief Marshal, Vale of York Stages

Matlock MC

Dansport Rally of Derbyshire

2-3 November 2019

Call for Marshals!

Yes, I know it is only September, but planning is well under way for this year's Dansport Road Rally, and we are looking for marshals.

If you are not competing it would be great if you would join us - something for everyone, novice to experienced. Please get in touch :-)

many thanks

Frances Banning

Chief Marshal & Dogsboddy

frannybee66@yahoo.com



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30TH NOV | 1ST DEC 2019

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Weeton Barracks
22nd September 2019

10 stages with ~50 stage miles

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)

Motorsport UK English Rally Championship Awards Drayton Manor Hotel Saturday 11 January 2020,

A note for your diary, the 2019 Jordan Road Surfacing BTRDA Rally Series and MAXXIS Tyres Motorsport UK English Rally Championship Awards evening will be held at Drayton Manor Hotel on Saturday 11 January 2020, further details will be announced later in the year



Rally/Race Car Testing At Three Sisters Circuit

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

www.threesisterscircuit.co.uk



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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

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Rali Môn

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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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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	X
28th Sept	Patriot Stages South East Wales Single Venue Military	

Contact:

CHAMPIONSHIP COORDINATOR

Chris Woodcock
07973 830695

chris@classicminichallenge.co.uk

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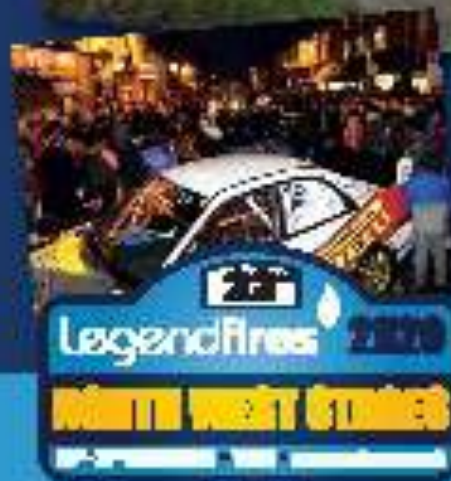
RALLY ACTION

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 Barstong 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
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Jokes, Photographs, Information, reports etc

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and last but not least, Chairman / Secretary
(& my complaints manager)

Les Fragle

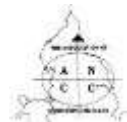
& if I have left you out of the above credits,

**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** **18th September**

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



Tuesday November 12th

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 October edition is
Friday the 27th of September
which is due out on

Monday the 30th September

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**