

October 2019 spotlight



Ben Briant / Gary Evans
1st O/A

Photo Courtesy of Chris Ellison

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Chairman's Chat

I just love the UK weather !! For the Heroes Stages Rally at Weeton the setting up on the Saturday it was under hot sun all day and then on Sunday it was 100% different with heavy rain in the morning resulting in lots of standing water on the stages, then a dry spell, then more rain and finally it was dry for packing up. Having said that it was a great event starting with a full entry, a mix of Juniors and Seniors, but thanks to several kamikaze crews there were somewhat less finishers. So the Recovery Unit was kept very busy but thankfully the Rescue Unit never had to turn a wheel so being the Safety Officer for the event that was a great relief to me.

Last weekend I made the rare venture over the Pennines into Yorkshire for the Trackrod Rally where I was doing radio duties in Cropton Forest although I have to admit I did this because I could combine it with a North Yorkshire Moors Railway steam gala over the weekend.

Next it's the WRGB when I will be at Oulton Park, Slate Mountain and Colwyn Bay.

Les Fragle, Chairman, Secretary SD34MSG

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Comprising the following 11 Clubs



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Chester Motor Club
www.chestermotorclub.co.uk



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



Ecurie Royal Oak Motor Club
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Fylde Motor Sport Club
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Garstang & Preston MC
www.gpmc.org.uk



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Preston Motorsport Club
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Stockport 061 Motor Club
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Wallasey Motor Club
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Stage Rally Championship

O/A	Driver	Class	Pts	Club	
1	Adam Williams	D	176	Warrington	Y
2	James Swallow	D	142	Bolton	Y
3	Gregory Williams	A	139	Warrington	Y
4	Paul Munro	D	138	G&PMC	Y
5	John Darlington	D	115	Wigan	Y
6	Craig Kennedy	D	111	Warrington	Y
7	Brandon Smith	C	107	Clitheroe	Y
8	Simon Bowen	D	63	BSSMC	Y
9	Berwyn Evans	D	53	Accrington	Y
10	John Richardson	C	80	Bolton	N
11	Peter Jackson	D	56	G&PMC	N
12	Neil Wearden	?	55	G&PMC	N
= 13	Mark Roberts	D	54	Warrington	N
= 13	Steve Johnson	A	54	Warrington	N
= 15	Dan Woods	B	53	Clitheroe	N
= 15	Steve Kenyon	A	53	G&PMC	N
17	Andrew Potts		52	Pendle	N
= 18	Neil Roskell	D	33	G&PMKC	N
= 18	Dale Thomas	D	33	Clitheroe	N
20	Wayne Thomas	D	28	Clitheroe	N
= 21	Kaemen Welsh	A	27	Clitheroe	N
= 21	Richard Bromley	A	27	Warrington	N
= 23	Tony Garrett	B	26	Clitheroe	N
= 23	Chris Marshal	D	26	Wigan	N
= 23	Ian Daws	A	26	Clitheroe	N
= 23	Myles Gleave	A	26	G&PMC	N

O/A	Co-Driver	Class	Pts	Club	
1	Jonathon Kennedy	D	197	Warrington	Y
= 2	Lauren Hewitt		173	Wigan	Y
= 2	Rachael Atherton	D	173	Warrington	Y
4	Lewis Griffiths		160	Clitheroe	Y
5	Terry Martin		107	Clitheroe	Y
6	Jack Mather	D	106	Bolton	Y
7	Marcus Kennedy	D	84	Warrington	Y
8	Rob Bryn Jones		81	Clitheroe	Y
9	Andy Robinson	C	79	Bolton	Y
10	Richard Robinson	D	60	BSSMC	Y
11	Stephen Landen	D	54	Warrington	Y
= 12	Dylan Thomas	C	52	Clitheroe	Y
= 12`	Mari Haf Evans		52	Accrington	Y
14	Steve Butler	A	80	Clitheroe	N
15	Eric Wilcockson	C	79	Bolton	N
16	James Squires	D	56	Clitheroe	N
17	Victoria Swallow	D	54	Bolton	N
= 18	Stephen Holmes		53	Clitheroe	N
= 18	Tony Garrett	B	53	Clitheroe	N
20	Jonathon Cragg		52	GPMC	N
21	Andy Baker	D	28	GPMC	N
22	Dan Woods	B	26	Clitheroe	N

Following Heroe Stages

Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
1`	Kris Coombes	E	62	Preston MC	5
2	Danny Cowell	E	60	G&PMC	5
3	David Pedley	S/E	50	Clitheroe	5
4	Stan Featherstone	E	47	Clitheroe	4
5	Stephen Holmes	S/E	34	Clitheroe	5
6	Mark Johnson	E	31	Clitheroe	4
7	Dominic McTear	E	26	Clitheroe	3
8	Ben Mitton	N	25	Clitheroe	4
= 9	Chris Hewlett	S/E	24	Clitheroe	3
= 9	Charles Andrews	N	24	Preston MC	3
11	Dan Sedgwick	E	23	Clitheroe	2
12	Paul Pendleton	S/E	21	Clitheroe	3
13	Jem Dale	E	20	G&PMC	2
14	James Taylor	E	19	Clitheroe	2
= 15	Tony Harrison	E	18	Clitheroe	2
= 15	Ian Swallow	N	18	Bolton	3
17	Paul Turton	S/E	17	Clitheroe	3
18	John Gribbens	E	13	Clitheroe	2
= 19	Simon Boardman	E	9	Clitheroe	1
= 19	Mark Standen	E	9	G&PMC	9
= 19	Myles Gleave	E	9	G&PMC	1
= 19	Andy Williams	N	9	U17MC	1
= 19	Ian Swallow	N	9	Bolton	1

O/A	Navigator	Class	Pts	Club	Rds
1	Gary Evans	E	61	Matlock	5
2`	Louis Baines	E	60	Preston MC	5
3	Mark Shepherd	E	52	Preston MC	4
4	Rob Jones	E	51	Clitheroe	3
5	Grace Pedley	S/E	50	Clitheroe	5
6	Sasha Heriot	E	47	Clitheroe	4
7	Ian Graham	E	35	Clitheroe	4
= 8	Steve Butler	E	31	Clitheroe	4
= 8	James Squires	N	31	Clitheroe	5
10	Sam Ambler	E	30	Clitheroe	3
11	James Chaplin	E	27	G&PMC	2
12	Levi Nicholson	N	25	Clitheroe	4
= 13	Matt Hewlett	S/E	24	Clitheroe	3
= 13	Danny Cookson	N	24	Preston MC	3
= 15	Jonathon Webb	E	21	Hexham	2
16	John Turton	S/E	17	Clitheroe	3
= 17	Terry Martin	E	13	Clitheroe	2
= 17	Harris Holgate	S/E	13	Clitheroe	2
= 19	Jonathon Webb	E	9	Hexham	1
= 19	Steve Kenyon	S/E	9	G&PMC	1
= 19	Jack Mather	S/E	9	Bolton	1
= 19	Elliott Shaw	N	9	Clitheroe	1
= 19	Phil Shaw	N	9	Clitheroe	1
= 19	James Swallow	S/E	9	Bolton	2

Following Clitheroe & DMCs

Clitheronian Rally

Non Race/Rally Championship

O/A		Class	Score	Club
1	James Robinson	A	84.70	U17MC
2	Andy Williams	A	81.72	U17MC
3	Scott McMahon	A	80.37	U17MC
4	Chris McMahon	A	79.92	U17MC
5	Andy Crawley	A	78.91	Warrington
6	Lauren Crook	C	78.38	U17MC
7	Phil Clegg	E	77.22	Accrington
8	Jessica Crawley	A	76.25	Warrington
9	Gary Ross	A	73.86	A&PMCC
10	James Williams	A	70.43	U17MC
11	Steve Johnson	A	70.10	U17MC
12	Andrew Robinson	A	62.09	U17MC
13	Gary Sherriff	B	49.45	Bolton
14	Stephen Holmes	B	49.44	Clitheroe
15	Dave Graves	B	48.08	Bolton
16	Joe Mallinson	B	42.25	A&PMCC
17	Alec Tunbridge	E	42.21	Bolton
18	Rob Bryn Jones		37.37	Clitheroe
19	John North	C	31.36	Bolton
20	Lauren Hewitt		30.87	Wigan
21	Warren Nicholls	A	30.77	Bolton
22	Ian Daws	A	30.33	Clitheroe
23	Ian Swallow		29.09	Bolton
24	David Goodlad	B	28.20	Bolton
25	James Swallow	B	28.05	Bolton
26	Stephen Kennel		19.78	Clitheroe
27	Adrian Fruzynski	D	19.51	Accrington
28	Elliott Shaw	B	17.79	Clitheroe
29	Jack Mather	B	9.08	Bolton

Sprint & Hillclimb Championship

O/A	Competitor	Score	Class	Club
1	David Goodlad	80.67	S	Bolton
2	J. Wadsworth	80.39	S	LAC
3	Nigel Fox	79.70	5	Clitheroe
4	J Baines	71.67	5	Liverpool
5	Nigel Trundle	70.54	1B	G&PMC
6	S.Wilson	69.03	S	Longton
7	P.Messer	68.13	S	Clitheroe
8	K. Calder	63.92	1E	Liverpool
9	R.Thorpe	60.56	1B	Liverpool
10	R.Worrall	51.25	1B	Liverpool

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

U18 Championship

O/A	Competitor	pts	Club
1	Jessica Crawley	101	Warrington
2	James Robinson	100	U17MC
3	Matthew Nicholls	74	U17MC
4	Daniel Millward-Jackson	32	U17MC
5	Joseph Cropper	31	U17MC



2019 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	926	1	1
Bolton-le-Moors CC	790	2	2
Liverpool MC	727	3	3
Longton & DMC	694	4	4
Warrington & DMC	654	5	5
U17MC-NW	599	6	6
Wigan & DMC	305	7	9
Preston MC	181	8	16
Division B		Position	
Club	Points	Div	O/A
Garstang & Preston MC	387	1	8
Airedale & Pennine MCC	302	2	10
Stockport 061 MC	250	3	11
Accrington MSC	248	4	12
Wallasey MC	239	5	13
Pendle & DMC	186	6	14
Matlock MC	183	7	15
Blackpool South Shore MC	179	8	17
Division C		Position	
Club	Points	Div	O/A
Knutsford & DMC	400	1	7
Knowldale CC	130	2	18
Hexham & DMC	125	3	19
Lancashire A.C.	106	4	20
Manx AS	84	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 29th September 2019

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Tim Millington	231	Warrington	Y
2	Brian Wragg	191	Liverpool	Y
3	Maurice Ellison	147	Clitheroe	Y
4	Amanda Baron	134	Wallasey	Y
= 5	Sean Robertson	117	Liverpool	Y
= 5	Tracey Smith	117	Accrington	Y
= 7	Judith Pegram	97	Liverpool	Y
= 7	Andy Fell	97	Liverpool	Y
= 7	Robert Rankin	97	Liverpool	Y
10	John Harden	94	Liverpool	Y
10	Paul Smith	90	Liverpool	Y
= 12	Bill Gray	77	Liverpool	Y
= 12	David Hunt	77	Liverpool	Y
= 14	Jack Mather	70	Bolton	Y
= 14	Dave Barratt	70	Accrington	Y
16	Alan Shaw	62	Pendle	Y
= 17	Steve Lewis	60	Clitheroe	Y
= 17	Barry Wilkinson	60	Pendle	Y
= 17	Les Eltringham	60	Pendle	Y
= 20	Robert O'Brien	57	Liverpool	Y
= 20	William O'Brien	57	Liverpool	Y
= 20	Peter Wright	57	Pendle	Y
= 23	Les Fragle	50	G&PMC	Y
= 23	Kevin Jessop	50	Liverpool	Y
= 23	Matthew Pegram	50	Liverpool	Y
26	Geoff Maine	47	Liverpool	Y
= 27	Steve Smith	40	Accrington	Y
= 27	Ian Curlett	40	Liverpool	Y
= 27	Duncan Dixon	40	Liverpool	Y
= 27	Debbie Watts	40	Liverpool	Y
31	Phil Howarth	37	Liverpool	Y
= 32	Andy Crawley	34	Warrington	Y
= 32	Jessica Crawley	34	Warrington	Y
= 34	Dave Graves	30	Bolton	Y
= 34	Garry Marriott	30	Wallasey	Y
= 34	David Mitchell	30	Liverpool	Y
= 34	Chris Woodcock	30	Clitheroe	Y
= 34	Heidi Woodcock	30	Clitheroe	Y
= 34	Ian Swallow	30	Bolton	Y
= 34	Gary Sherriff	30	Bolton	Y
= 34	Dave Collier	30	Liverpool	Y
= 34	Peter Wright	30	Liverpool	Y
= 34	Peter Wilkinson	30	Pendle	Y
= 34	Peter Schofield	30	Pendle	Y
= 34	Gary Marriott	30	Wigan	Y
= 46	Jo Evers	20	Bolton	Y
= 46	Alex Brown	20	Bolton	Y
= 46	Robin Turner	20	Bolton	Y
= 46	Eric Wilcockson	20	Bolton	Y
= 46	Stephen Mather	20	Bolton	Y
= 46	Melanie Morgan	20	Bolton	Y
= 46	David Gee	20	Liverpool	Y
= 46	Mark Jagger	20	Liverpool	Y
= 46	Tom Roche	20	Liverpool	Y
= 46	David Doidge	20	Liverpool	Y
= 46	Mark Jagger	20	Liverpool	Y
= 46	James Sharples	20	Preston	Y
= 46	Julie Sharples	20	Preston	Y
= 46	Peter Sharples	20	Preston	Y
= 46	Sean Flint	20	Preston	Y
= 46	Terry May	20	Preston	Y
= 46	Alan Smith	20	Wallasey	Y
= 46	Graham Williams	20	Wallasey	Y

Only Showing those Marshals
that Have Qualified (63)

135 Marshals have scored points

2019 SD34MSG Under 18 Championship Registration Form

Name

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..... 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

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	CANCELLED
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

Sprint & Hillclimb Championship 2019

Date	Event	Organising Club
5th Oct	Anglesey Sprint	Longton & DMC
6th Oct	Anglesey Sprint	Longton & DMC

Non Race/Rally Championship 2019

Date	Event	Organising Club
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
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

Road Rally Championship 2019

Date	Event	Organising Club
2-Nov	Dansport	CANCELLED
16/17 Nov	Farrington Trophy	Clwyd Vale MC
16/17 Nov	Beaver Rally	Beverley & DMC

Training Dates 2019

Date	Event	Venue
7-Dec	First Marshal On Scene	Blackburn Services,

Clitheroe & District Motor Club



The Club Meets at 8-30pm

Every Tuesday

Waddington Sports & Social Club
Waddington, Nr Clitheroe BB7 3HW
M/R 103 / 730.25 436
Website : www.clitheroedmc.co.uk

Whats on in October

1st October

**Table Top Rally
OS map 103**

11th - 13th October
(& a lot of other days too)

**Mull Meeting on 8th at the Glen Forsa
Waddington Meeting Noggin & Natter**

Thursday 17th October Committee night

*Club Members are more than welcome to attend and see & hear what goes on behind the scenes and you can also express your opinions & ideas. Why not come along. You might enjoy it.
Starting to get very popular nights*

Tuesday 22nd October Mull Forum

Tuesday 29th October SCATTER

Maps 102 & 103

Sign on 19:30, 1st car away 20:01

**Book your place via
Facebook or email
sd34news@gmail.com**

What happened at CDMC in September

**Tuesday 3rd September
Ian Grindrod**



As a club we were honoured to have another superb guest in Ian Grindrod . . . a regular on the BRC/WRC scene in the 70/80s he has sat with the best . . . plus he started out with our very own Trevor Roberts!

Ian was a natural with Boss Hogg not really getting a look in as the stories and anecdotes just flowed all evening. His friendship with Jimmy McCrae was obvious and heartfelt and his admiration for the driving ability of Colin McCrea and Henri Toivonen plus the much missed Dave Metcalfe shone through.

He also seemed to get on well with a certain Mr Pond . . . not many can say they have been sacked in the middle of a forest!

All I can say is that on behalf of the excellent turnout, thanks for a superb evening Ian - one of the best we have had in my view.

Tony Vart



Tuesday 24th September Clitheronian Forum

Waddington club is having a major refurbishment and our meeting room echoed far better than any Alpine mountain. Tables and chairs had been set out by the club stewards and we thought we might have been the Supreme Court in Session to hear the case against Boris !!!!



Paul Buckel (CoC) & Steve Butler (Event Sec)

Everything ran like Clockwork although one clock went walkabout. Only real incident was Car 40s role on Tossie. Many thanks everyone in the Team who did a fantastic job.

Paul Pendleton /Harris Halgate

With the impending birth due on the night Paul had his phone cable tied to the roll cage in case of any news. The off side caliper seized on and had sparks from the worn out pads so retired. Next event the Beaver

Ben Mitton / Levi Nicholson

The mighty Metro goes like stink since the fitting of the 1.8 MGTF VVT engine and with the addition of the MG shocks now handles a whole lot better. Levi made an error on Cowark - Thought it was a Neutral Section. Next Event either the Beaver or the Farrington

Stephen Holmes / James Squires

James got some metal in his eye at work and wasn't going to be doing the Rally. Managed to get a few wrong slots but soon sorted - 11th O/A 1st in Class James off to Caerwent this weekend Stephen might co-drive on the Hall Trophy

Kris Coombes / Louis Baines : Preston MSC

Very eventful night in the WRC Micra. Went off 3 times The biggest off was at the farm just after Kitt Brow White entrance. They did a wall of death on the farm wall and then fell onto the farm driveway all with very little damage although they lost the rear bumper on Tossie.

Matt Flynn / Rob Bryn Jones

Fitted a new clutch for the Clitheronian. Had a wrongslot at the staggered crossroads after Cowark. Finished 4th O/A Next event for Rob the Cilwendeg

Geoff Bateman / Maurice Ellison

Report on Pages 23 to 25
Next Event The Farrington

Manchester XMAS Beer Targa Rally Saturday 14th December

A diary placeholder folks . . . a day out skidding around a few strategically placed "controls" in Manchester . . . all welcome including wives, girlfriends, boyfriends, remoaners and leavers . . . we might visit the Xmas markets but then again we might not . . . all I can say is 'I wont be shopping!'

Tony Vart (Clerk of Course)

Entries Via CDMC Facebook Page

Location of Scrutineering, Noise Test and
Signing on will be included in Final Instructions



2019 Scatter Rally Series Championship Table Result Following R4 (September)

Drivers			Navigators		
O/A	Competitor	Pts	O/A	Competitor	Pts
1	Ben Mitton	95	1	James Squires	93
2	Matt Simon	93	2	Levi Nicholson	76
3	Dan Sedgwick	71	3	Harris Halgate	70
4	Paul Pendleton	70	4	Alivia Corps	59
=5	Steve Cotton	33	5	Sam Ambler	53
=5	Phil Shaw	33	6	Francesca Redford	35
=7	Domonic MacTear	30	=7	Georgie Cotton	33
=7	Mark Walker	30	=7	Elliott Shaw	33
=9	Tony Vart	23	=9	Tommi Meadows	30
=9	Gareth Shepherd	23	=9	Connor Stubbs	30
11	Danny Poole	20	11	Derek Lewin	20
=12	Stephen Holmes	17	=12	Martin Daws	17
=12	Matt Furbish	17	=12	Sam Mitton	17
14	Sam Coombes	16	14	George Postlethwaite	16
15	Connor Stubbs	13	15	Ben Williams	14

2019 Scatter Series Forthcoming Dates

R	Month	Date	Clerk of Course	Maps
5	October	15th	Maurice Ellison	102 & 103
6	November	19th	Terry Martin	tba
7	December	3rd	Matt Hewlett	97, 98, 102 103

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**

13th October

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**



Technical Evening with
Dave Richards
Tuesday 15th October
Postponed

Warrington & DMC

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



Wern Ddu PCAs
27th October

Matlock MC

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



DANSport

Unfortunately, the Dansport Rally will not be running
this year. Apologises for any inconvenience this caus-
es.

Due to increasing work and family commitments I am
unable to dedicate the time necessary to conclude the
organisation of this year's event.

I want to be clear that this decision is nothing to do any
MUK, local authority or RLO requirements.

The relevant Championship coordinators have been
informed.



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



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



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

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



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:
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

Aintree Sprint 8th September



Though only 60 competitors took part in this Aintree sprint, the competition was intense, so intense that we even saw a couple of new class records being set.

Despite the lack of entries, it was a great event in near perfect weather, with two practice runs followed by no fewer than 7 competition runs available, the first 6 runs counting for the awards on the day.

Thanks must go to the ever willing band of marshals who did a sterling job keeping an eye on our competitors all day, and particularly those who helped set out the straw bales in the morning and those who stayed at the end of the event to help pack everything away again.

You are stars, all of you! See you next time?



There were lots of Blackpool South Shore Motor Club members in stage rally action during September but most showed a preference to compete close to home with the Promenade Stages and Heroes Stages proving firm favourites.

The Wallasey Motor Club event, as always utilising the closed roads on New Brighton Promenade, featured two Shore crews in close contention for overall honours. By the finish neither succeeded but John & Alex Stone came closest, ultimately finishing second in their Legend Fires Ford Fiesta WRC to the Proton Satria Millington of winners Wes Simpson and Joe Ford. Simon Bowen and Richard Robinson were the other Shore crew in contention for the win but their debut outing in a Ford Fiesta S2000T was halted when an altercation with a kerb resulted in their retirement.

Paul and Philip Reader brought their Peugeot 205Gti home 36th overall, a place ahead of Matty Daniels who co-drove Andrew Wilde in his Honda Civic. Barry Armer was again co-driving Escort Mk2 pilot Erdinc Degirmencioglu and they finished 46th. Callum Cross, more often an occupant of the co-driver's seat, took to the wheel of a Vauxhall Astra while Thomas Parkinson, more usually seen holding the steering wheel, was pressed into co-driver duties. The pair finished 51st overall.

Another South Shore crew in Promenade action were Nick Woodman and Alan Chard who were giving a shakedown to the Ford Sierra Cosworth Simon Bowen and Richard Robinson plan to debut on the forthcoming Adgespeed Stages. In identifying some problems it proved a useful exercise and they finished in 53rd place.



Andrew Wilde/ Matty Daniels

Continued on Page 17

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



Callum Cross/Thomas Parkinson



Erdinc Degirmencioglu/Barry Armer



Paul & Philip Reader



John & Alex Stone

Continued from Page 21

Whilst South Shore had a strong presence in New Brighton Mark Holmes was the club's sole representative on the Three Shires Stages taking a top five finish in his Ford Fiesta S2000.

John Stone completed his Protyre Asphalt Rally Championship campaign when he contested the Cheviot Rally in his familiar Fiesta WRC. He and co-driver Michael Gilbey finished an excellent fourth overall and the first NETRC crew. Chris Ford, co-driven by Neil Colman, was another South Shore driver claiming a top ten finish here in his Fiesta R5 co-driven by Neil Colman.

While Chris Ford was experiencing the delights of the stages over the Otterburn Ranges his son James had a busy weekend contesting two events in his Ford Escort Mk2. First off, James took the runner-up placing on the Clitheronian Road Rally from the finish of which he and co-driver Ryan Griffiths headed over to Weeton Camp in order to contest the Heroes Stages. Finishing seventh overall they were again in the prizes, this time for winning the Road Rally class.

Top prizes on the Pendle & District Motor Club/Garstang & Preston Motor Club event went to Simon Bowen and Richard Robinson in their Ford Fiesta S2000T while Calum Cross, co-driving Paul Murro in his Escort Mk2, finished as runner-up.

There was also a top ten finish on 'home ground' for Dave Gratrix and Iain Reece who finished eighth overall in their Renault Clio 182, despite the car's bottom ball joints constantly working loose. South Shore's Chris Sharpe-Simkiss guided Rob Jones to fourteenth overall in the Blackpool & Fylde College BMW Mini Cooper S which was maintained by a team of students. The crew counted themselves fortunate to have escaped almost unscathed from a couple of off-road excursions that could have put them out of the rally.



Nick Woodman/Alan Chard



Simon Bowen/Richard Robinson



James Ford/Ryan Griffiths



Dave Gratrix/Iain Reece



Rob Jones/Chris Chris Sharpe-Simkiss



Paul Murro/Callum Cross

SD34MSG

Meeting Highlights

Wednesday 18th September

- Another fee for an advert in '**spotlight**' had been received.
- The Dansport Road Rally planned for 2nd/3rd November has been cancelled.
- Clubs were requested to send their dates for events next year to the secretary as soon as possible. He thanked those who had already submitted them.
- The latest championship positions were read out and are included within this issue.
- Steve Price is standing down as the Sprint & Hillclimb compiler at the end of the year due to other commitments so a volunteer is needed to take over. Thanks to Steve for all his work.
- The proposal that clubs will be restricted to running 6 Non Race/Rally events in the calendar each year was agreed and will be ratified at the November meeting. If there are >1 events running on one day, e.g. autosolo, autotest and PCA, that would class as 1 event of the 6.
- ANWCC have requested that championship co-ordinators attend the first 3 or 4 events of the season to push registrations. It was thought we should do the same although it was appreciated that some compilers already do so.
- The next ANCC meeting will be held on 23rd September 2019.
- At the last ANWCC meeting on 13th August 2019 there was lots of information given from Sue Sanders: The Volunteers in Motorsport website is deemed out of date and a new one is being compiled. The Rules Committee will authorise rule changes. There is to be a review of training and education. The marshals grading scheme is not fit for purpose and is being revised. Club Stewards are to be called Event Stewards. Co-driver training is to be introduced. It was said that the event calendar is not issued soon enough. The Motorsport Council is likely to grow. Rules for AT/AS/PCA's are to be simplified. Motorsport House is to move from Colnbrook to Bicester. Tracey Smith, Steve Johnson and Helen Winterburn all won £25 in the marshals draw. The Presentation Evening will be on 26th January. The next ANWCC meeting will be held on 12th November 2019.
- From the Regional Meeting: Chris Woodcock is now the Vice Chairman. There was a brief from the CEO – the numbers of licences and events are slightly up. Two tracking systems have been assessed but still no decision on the implementation.
- From the Autotest Committee meeting: The number of AT's are down but AS's and PCA's are up. Remember to stick to the rules when organising these events. Targa rallies are to be looked at as some appear to be like stage rallies.
- More articles for future issues of '**spotlight**' were requested for Maurice Ellison.
- There were various comments about the conduct of the bi-monthly meetings: Why talk about the championship positions when all the information is available electronically? More important issues should have priority. The reports of Regional Association and MSUK meetings were appreciated.
- There was a reminder that the Chairman and Secretary is standing down at the end of the year so the successors could consider the above bullet point.
- The next SD34 MSG bi-monthly meeting will be on 20th November 2019 at The Poachers, Bamber Bridge.

RIP

Roy Mapple



Roy Mapple Aged 81, of Windermere and formerly of Warton near Preston, on 31st August 2019, died suddenly but peacefully in Royal Blackburn Hospital,

Dearly beloved husband of Janet, very dear dad of Susan, Christine, and the late Andrew, loving grandad of Daniel, Ben, Michael, Elyssa, Hollie and Billie, loving father-in-law of Duncan,

Deena and Howard, and loving brother of Jenny and the late Maureen

Roy was well known for his rallying exploits in the Orangebox Minis, BMW 2002's and the Thomas Motors backed Twin Cam Escort.

His navigators included the late Graham Marrs, Blackburn's Jeff Smith, Peter Ward and Tony Mason.

Always known for being able to drive anything, he was particularly good when the route was icy or slippery, he had many superb results, yet always remained modest and self-effacing. How about leading his class on the 1965 Monte by 14 (!) minutes until collecting a milestone hidden in the snow, winning his class on the 65 RAC Rally earning himself a 'works' engine for the following years event. Well known for when getting a puncture in the Mini he would hold the car up while the navigator changed the wheel!

A proud family man, his late son was a multi world champion water skier, in recent years he could be seen marshalling on rallies, always happy to see his old Orangebox Mini still in the thick of it. He was a proud member of the famous Ecurie Cod Fillet. Roy will be sadly missed by all who knew him.



Well it has been a while since I had sat in the 'Beam when the engine stopped suddenly on the early opening RNW....closer inspection revealed that the cam had snapped clean in two which was a real concern as the damage could have been catastrophic. However after a lengthy wait due to Hopkins being busy at work (seems hard to believe I know J) a resulting full strip down revealed no other obvious damage so the decision was made to obtain another cam from the Finnish guru Pet-tori Sappinen----- and rebuild it in the Hopkins work-shop..and hope for the best! Duly re-installed and run up the road all seemed well so a week before the Woodpecker the team (including Neville Breach who has a few cars in his stable including a very rapid Avenger Tiger that he successfully sprints down sarf) gathered at the Phil Price Rally School for a test to shake both the car and rusty crew down. Well the rust got a good shake when on the second lap of the excellent school track Hopkins attempted to mount the banking on a hairpin right leaving us precariously balanced at 45 degrees to the horizontal...luckily my lithe 17stone physique prevented us going over..but it was close!! With no damage the rest of the day passed without incident apart from a broken exhaust hanger...although it did sound a tad noisy (but superb).

For those who haven't been to the Phil Price Rally School before I would recommend it...much smoother and cheaper than Sweet Lamb in my view. Interestingly the main man himself said the school was very busy with an unexpected 30% growth in business when the booking system went on-line a few years ago...many lads have a few beers and then book a course at 2.00am when they think they could be Colin McRae!!

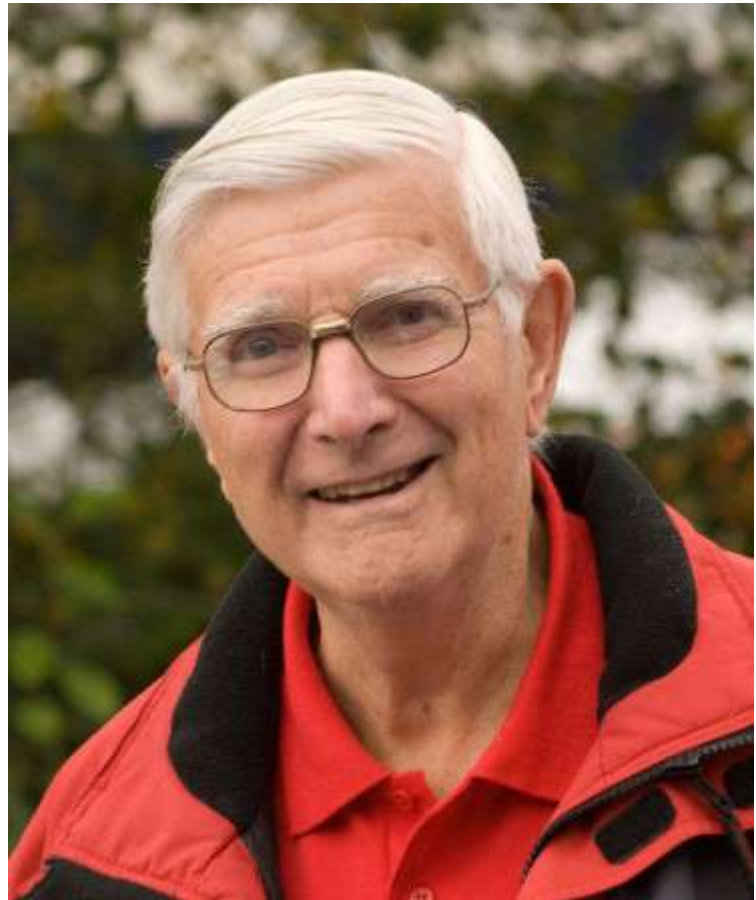
The Woodpecker as many know is based at Ludlow racecourse which in the sunlight on Friday afternoon was stunning...there can't be a more attractive setting with a mass of space for all, in a huge entry of circa 160 (the bulk of which were 2WD).

Continued on Page 19

Fred Arthur Blundell

(FAB)

Fred Arthur Blundell, who was Chief Marshal and Results Chief on the Tour of Mull, has died just before his 93rd Birthday.



His given name was Arthur. Taff Edwards began referring to him as Fred as a gentle leg-pull and it stuck. To his Rallying friends he was and is Fred. To the rest of the world he was Arthur.

For many years Fred fulfilled both of the above roles on Mull. This guaranteed him no sleep for the entire week-end. His genial manner was unaffected and his ability to party when the work was done was legendary.

Fred introduced computerised results to Rallying. In 1979 the Aros Hall in Tobermory was linked to the Philips mainframe in Croydon via a telephone handset pushed into a device with two rubber cups on it. PCs had not yet been invented. This was a success and was soon superseded by an Apple II computer running a tortuous BASIC program that was written by Fred.

Fred will be remembered as a lovely man. He was never visibly flustered even when dealing with a crashed computer program and a queue of results queries from agitated co-drivers. No-one can ever remember him swearing. He was always ready for a joke and a chuckle.

When Fred stood down from his major Club responsibilities he moved into a new role in his 80s. He donned a boiler suit and joined the road crew. This gang was known for their jokes and spoofs as much as for their practical skills and Fred became an integral part.

Woodpecker Stages

Continued from Page 18

We had been allocated a plot of grass that was good enough to be a cricket square (I have batted on worse in my youth!) and here we met up with Ian Beveridge and Paul Price plus Pat B who were running the also rebuilt engine in the Corolla. Gapperman and Jord were in their usual Scooby but due to the running order they might as well have been in a different event to the old'uns. Scrutineering for the Beam was slightly problematic in that the external extinguisher pull wouldn't pull... a fair bit of fiddling was needed to get it to move.



The noise test was also a bit too close for comfort with much warming up required to get the new back box to bed in and quieten the car down to 100db's in order to get a pass...not great omens!

The rally itself....well all 300m of the first stage passed easily enough and then on a downhill entry to a square left the oil pressure plummeted...luckily Hopkins saw the big light come on and switched it off immediately and the speccys helped us push it out of harms way...where it was immediately obvious that most of the engine oil had made a successful bid for freedom beyond a loose oil filter.....rare (but it does happen according to others) but all the same very very surprising! After a long wait some oil miraculously appeared...and having tightened the filter up the engine displayed decent pressure and there was no rattling...helmets back on and a time was duly collected at the stop line J A lengthy run to the second stage proved that there was nothing amiss with the motor but being way over our lateness we were not allowed into the stage. Back at Ludlow we had time to on our hands and Hopkins managed to help Ian and Paul sort a slight misfire on the Toyota and sent them back out for the final stage...which they finished and recorded an excellent result with the car, now seemingly to be on its way to being sorted to a degree that Ian is now happy with. Gapperman in the Scooby was proving to have a number of gearbox issues but he and Jordan managed to coax a finish out of it.... this car is immaculate but has cost a bob or two to run it is fair to say!

All in all a day (and season really) of mixed fortunes for Team Moosebeam Motorsport but thanks to Pat and George who held the fort at service and hopefully there is no lasting damage to the 'Beams motor upon closer inspection....the Wyedean is possibly the next event for the car and driver before the new shell build commences – the shell fabrication is 99% complete with a dry build to start soon hopefully! Nobody said this rallying lark is easy.....ever!!

Tony Vart : Clitheroe & District Motor Club

A farmer stopped by the local mechanic's shop to have his truck fixed. They couldn't do it while he waited, so he said he didn't live far and would just walk home. On the way home, he stopped at the hardware store and bought a bucket and a gallon of paint. He then stopped by the feed store and picked up a couple of chickens and a goose. However, struggling outside the store he now had a problem - how to carry his entire purchases home.

While he was scratching his head he was approached by a little old lady who told him she was lost. She asked, 'Can you tell me how to get to 1603 Mockingbird Lane ?' The farmer said, 'Well, as a matter of fact, my farm is very close to that house I would walk you there but I can't carry this lot.' The old lady suggested, 'Why don't you put the can of paint in the bucket. Carry the bucket in one hand, put a chicken under each arm and carry the goose in your other hand?' 'Why thank you very much,' he said and proceeded to walk the old girl home.

On the way he says 'Let's take my short cut and go down this alley. We'll be there in no time.' The little old lady looked him over cautiously then said, 'I am a lonely widow without a husband to defend me. How do I know that when we get in the alley you won't hold me up against the wall, pull up my skirt, and have your way with me?'

The farmer said, 'Holy smokes lady! I'm carrying a bucket, a gallon of paint, two chickens, and a goose. How in the world could I possibly hold you up against the wall and do that?'

The old lady replied, 'Set the goose down, cover him with the bucket, put the paint on top of the bucket, and I'll hold the chickens.'



EVENTS SIGNS WOODPECKER STAGES RALLY

Promoted by Sixty & Worcestershire Motor Club

31st August 2019



Tommi takes Woodpecker win

Tommi Meadows secured his second R2 Rallye Cup victory in as many events after winning the category on the Woodpecker Stages Rally on Saturday the 31st of August.

The 19-year-old, assisted by Rhyl-based co-driver Osian Owen, posted the fastest time on the opening Black Pool Gate stage and the pair were never headed as they led the R2 class for the remainder of the event.

It looked set to be another closely fought battle, as just one-second separated the identical Fiesta R2s of Meadows and local driver Perry Gardener after the first test. However, gear selection issues in SS2 forced Gardener out of the event and it was Meadows who held a 9-second over James Giddings after the first loop.

The Clitheroe driver recorded another stage win on the tight and technical Hopton stage before adding a further second to his lead in stage 4, despite a close run-in with a deer running across the road!

The rally concluded with a 13-mile blast through Radnor Forest, a challenging stage with plenty of fast and challenging sections to catch drivers out. Second-fastest time through here was enough for the pair to take the R2 Cup win by 11-seconds and 2nd overall in the BTRDA Silver Star category as they arrived at the finish control in Ludlow.

"It's great to take another win, especially on these stages," said Tommi.

"We were sorry to see Perry retire in the second stage. Me and Osian were looking forward to another close battle after taking a slender lead in the first one.

"In all honesty, both of us struggled to find the perfect rhythm this morning but we kept on working hard and got the reward in the end. I'd like to say a big thank you to everybody who is supporting our efforts this year, especially Swift Group, Greenlight Sports & Entertainment and Gareth Hooper. The car didn't miss a beat all day!"

Next up for the team is the Trackrod Rally in Yorkshire - the final round of the 2019 BTRDA Rally Championship.

Image by ChasingTheCars.com



BTRDA R2 Rallye Cup results

Pos.	Crew	Car
1.	Tommi MEADOWS/Osian OWEN 0:49:14.00	Ford Fiesta R2
2.	James GIDDINGS/Rhys STONEMAN +11s	Ford Fiesta R2
3.	Mathew TORDOFF/Tim TORDOFF +57s	Ford Fiesta R2
4.	Ed FOSSEY/Dale BOWEN R2	Peugeot 208 +1m05s
5.	Ryan BLANDFORD/Chris DOVE +5m17s	Citroën C2 R2
6.	Tony SIMPSON/Ian BEVAN +7m30s	Ford Fiesta R2
7.	Gareth CLARKE/Jack CLEMENTS R2T	Ford Fiesta +8m26s
DNF	Perry GARDENER/Keaton WILLAMS Gear selector – SS2	Ford Fiesta R2
DNF	Roger NEVITT/Jamie MACTAVISH R2T	Ford Fiesta Clutch – SS1

22/23rd September

Gary Evans : Matlock MC

This was my 5th Clitheronian and Ben's 3rd and it didn't disappoint! Hats off to Paul and the CDMC team for another faultlessly organised rally with another fresh and challenging route. The friendly atmosphere, no-nonsense format, excellent roads and quality entry make this event a favourite.

After last year's disappointing retirement due to mechanical failure and a similar experience on this year's Night Owl Rally, Ben decided to drop GTA in favour of the blue CVE. It makes no difference to me as long as I can reach my drink bottle, the plotting light switch and the window knob but, having driven it briefly earlier in the year, Ben seemed to prefer CVE.

It's always good to catch up with Gary and Linda from Tsalta Motorsport at the start and we were surprised to also see GTA on a trailer at the start waiting for the crew of car 41. We arrived quite early and had a good chat with Danny Cowell and Moz before noise and scrutineering. It was good to see 3 other Matlock crews making the trip north - cars 22, 28, 42 as well as Sasha, Sambo and Boss.

A quick burger, lots of chatting and a competitor briefing passed the time nicely and onto the plotting. As usual, this was straightforward with plenty of time to go back inside to compare routes with Niall Frost and Sasha – no surprises, no tricks.

Heading north, honours for the first dropper went to Car 4 with us in 2nd place, so a pretty solid start. We cleaned the next dropper and then headed for a mega section from Tosside towards High Bentham with 10 code boards and a few NAM bits at the bottom of map 98. Here, I was pleased with my £4.99 investment in some new 3x magnification reading glasses. Some serious concentration on the maps, Ben pushing very hard, we got everything right first time – spot on. Really enjoying ourselves, it felt good arriving at the control only 17s behind car 4. It was at the next TTC that we learnt about the unfortunate retirement of Seddy and Sam in car 1 – bad luck guys, we were looking forward to a good battle with you again.

The next section started at the top of Lythe Fell and you took the 2nd right slot, a 45R fork to go over to White Moss. At the first right slot we could see rubber all over the road, someone ahead had tried the first slot by mistake and lost valuable time. Doesn't that always seem to boost your confidence? We took the 2nd right without lifting and hurtled down the hill, Ben was on a mission and we had another perfect section eventually catching car 4 which very sportingly let us pass at one of the code boards. Quickest on that section by 20s was the crew from WBCC, car 11 – fair play to you. We were 2nd on that one.

**Clitheroe
& District
Motor Club**



Photos above Courtesy of Chris Ellison



Continued on Page 23

Clitheronian Rally Continued from Page 22

That was the last dropper in the first half and was followed by a section through Gunnerthwaite Farm where the deceptive slot right through the gate was arrowed. There was a short petrol halt at Carnforth truck stop where we just had time to hear we were leading by 1.5 minutes. Obviously, we were pleased with that.

The second half turned out to be more pressured than the first as we were to learn that the route was in James Ford's (car 4) "back yard". The first dropper ran past Over Kellet quarries and surprisingly didn't visit the usual NAM's, we were 2nd to car 4 on this one. The next dropper went south from Brookhouse to Dolphinholme. Familiar territory for most of us but you had to stay focused to get the code boards in the layby's on either side of the road which came up fast and then the tricky (for me) left slot after passing the entrance to Kit Brow Ford. In the past I have called that slot too late and miss it – maybe the 3x specs helped? Another perfect section for us gave us the quickest time by 30s.

It was at the next TTC that James appeared at the window to tell us that the next sections were being used on the closed roads NW Stages next March and that he was involved PR'ing them for that event. He advised to take care at some slippery h/p bends near Beacon Fell Country Park and we thanked him for the info.

The next section was epic and very fast. Ben attacked the uphill 90's out of Abbeystead up to the "Trough" road then it was fast moorland roads for miles with a few NAM's before we got to Oakencrough. Another perfect section and good pace, we thought we'd done ok but James had taken 30s off us. Pressure on, need to keep a good pace but not throw it away.

The next section was the one with the h/p bends near Beacon Fell, it was a short section and we took the h/p bends with caution, no mistakes but certainly slower pace – we lost another 30s to James.

We knew we still had the lead but with the final dropper being a long one, and local to James, we thought we could easily lose it. Pressure on! Everything was going well, good pace, getting everything right first time, the roads called well from the map, no horses were spared, we were back in that groove. About 4 miles in, as we approached NAM triangle 7 (2 code boards) we saw spotlights approaching. It was car 4 coming back for one of the code boards, what a relief! We were now following and tried to stay close but they gradually pulled away from us, the 200+bhp pinto more than a match for our 170bhp Duratech. So we settled for catching them up for a moment at each code board and arrived at the final control taking 48s back and hopefully the win.

In the end we had a 2 minute margin, but it felt like a real battle in the 2nd half, fair play to James and Ryan - what a blast we had. We are very proud to have finally won the Clitheronian. Somehow, we seem to be emotionally attached to this event after trying so hard in previous years.

Huge thanks to all the marshals, you were all spot on and the occasional sugary sweet was very welcome. Special thanks to Dennis Cooke and Dan Tribe for making the trip north from Mid-Derbyshire MC to man 2 TC's. Congratulations to the other award winners and thanks again to the organising team. We will be back next year.

Gary and Ben, Car 5

I'm great at multitasking; I can waste time, be unproductive, and procrastinate all at once.

Never tell your problems to anyone, because 20 percent don't care and the other 80 percent are glad you have them.

Hospitality is the art of making guests feel like they're at home when you wish they were.

I'll bet you \$4,567 you can't guess how much I owe my bookie.

If you keep your feet firmly on the ground, you'll have trouble putting on your pants.

Give me ambiguity or give me something else.



A computer once beat me at chess, but it was no match for me at kick boxing.

When I married Ms. Right, I had no idea her first name was Always.

My wife got 8 out 10 on her driver's test ... the other two guys managed to jump out of her way.

There may be no excuse for laziness, but I'm still looking.

Women spend more time wondering what men are thinking than men spend thinking.

He who laughs last thinks slowest.

Is it wrong that only one company makes the game Monopoly?

22/23rd September

Maurice Ellison : Clitheroe & DMC

Way back in July I went to Marshal on Hexham & DMCs Northern Dales Targa Rally at the old Cement Works in Weardeale. I got chatting to Geoff Bateman from Bolton Low House (between Cockermouth and Carlisle) who is a member of West Cumbria Motorsport Club and is doing very well in the NESCRE Targa 'Challenge'. He expressed a desire to do the Clitheronian but had previously struggled to find a Navigator. His wife Navigates for him on TARGA events but suffers from the old Mal de Nav if pushed to Navigate for long periods of time. So I said I was up for it if he fancied it. The trouble was that the Clitheronian would be his first Road Rally since his days at University (A very long time ago) which also clashed with the Doonhamer and he was a Novice on Road Rallies.

The entry went in and we were originally classed as Experts. Whilst Geoff might be quick dodging cones on TARGAs he was an unknown quantity in the lanes and these days I am a little more careful with who I sit in with than I used to be and there was no way that I would be urging him on until I got some degree of confidence in his abilities behind the wheel. A word in Paul Buckels ear and we were seeded a lot further down the field and we became Semi-Experts at Car 37.

This year the Clitheronian had returned to its traditional start and finish venue at J4 Darwen Services. A superb venue that has one disadvantages - the venue is a long way from the lanes and it is always a long run out to TC1 and a long run back from the last control. Not that it bothers me all that much because it does allow you time to put all your maps in order on the way out and time to wind down on the way back.

We get through Noise & Scrutineering with no problems. Then plotted everything up rather quickly (when it all goes onto the map so easily you do tend to worry that you might have missed something important) and still half an hour to spare so another coffee and then saunter across to the car and await our time to depart MTC1 for STC1 (a couple of miles north of Ribchester and the New Drop Inn). A quick sprint up Jeffery Hill and brake hard for the first NAM at the Grass Triangle that is manned rather than code boards. STC3 (near Doeford Bridge) and STC 4 (on the Roman road) are next and then it is Cowark and Marl Hill before 'Straight across' at the staggered crossroads at the junction with Waddington Fell road. Rob Jones (sat in with Matt Flynn) got this wrong and turned right before realizing the error and turned back to correct the mistake. Easington and Black Moss followed then round the hairpin left and down to STC 6 at Gisburn Forest crossroads. On the way to the crossroads we are caught by the Blue Ford ST of Car 40 (see photo). Geoff pulls over smartly to let him pass and we follow them into the control taking the same minute. It is a Transport section to TTC 7 at Tosside. We could have pulled back the odd minute and gone in front of Car 40 - and we might have done so if the road had been a bit wider, but he was obviously quicker than us and would have soon been up our chuff on a road with few passing places so I chose to go on our due time and follow him up Long Gill to Rathmell (plus I was still keeping Geoff on a tight reign)



Photos above Courtesy of Chris Ellison

Clitheronian Rally **Continued from Page 24**

Whilst awaiting our due time at TTC 7 I mention to Geoff that Car 40 had done the Stocktonian the previous week and he had rolled and had then acquired another shell and one way or another managed to reshell the car during the past week. Geoff had also done the Stocktonian and remembered passing the ST upside down on a test. I then said 'Well don't try to keep up with him on this Road. It is a tricky one and if he sets off like a Bat out of Hell he will probably roll it on here too

Needless to say Car 40 is off like that Bat out of Hell and we follow but a with a little less pace. I am calling the bends (each with the pre-fix of 'Care!') and we are about half a mile in when Geoff shouts 'I think he is over!' we gently take the 40⁰ R and car 40 is on its side facing us with the Drivers head sticking out of the side widow.

Geoff asks 'All OK' and we get a yes reply. Whilst Geoff is asking about car 40s welfare I am concerned about our position and am very aware that the next car is due at any moment and I have no desire to be the meat in the sandwich between the next car and car 40. The instruction to Geoff is 'Hazards on and back up to that corner ASAP. I wish I had had the sharpness of thought to get a photo of car 40 on its side with the drivers head poking through the side window - looking back it was a comical sight. The next car arrives and the next etc. No room to turn around for any of us. Mean while the crew of car 40 have pushed it onto all 4 wheels. We attempt to get passed but there is not enough room so we connect our tow rope and try to pull them to a wider part of the road - it wont move. It is well and truly wedged into the banking. One way or another the cars behind us manage to get turned around and we desert car 40 (the marshals at TTC7 eventually get him to a wider section of road).

Because we were first car onto the scene and there was no way passed we are now last to leave and are very close to going OTL. Some serious cutting is required to get to Petrol in time and reduce our lateness as much as possible at MTC 15. We wont be in with a chance of a pot but we are aiming for a finish and doing as much of the route as possible given the circumstances. We don't bother turning left at Rathmell and going round Sheepwash but make for Black Bank by the quickest route possible picking up as many code boards along the way as we can. After Black Bank its Keasden Crossroads to Mewith Crossroads and then to TTC 10. We don't bother with White Moss and head direct towards Wray but fit in the run around Russells, through Gressingham and up Gunnerthwaite to STC 14 with a only a few minutes to go and then into Truckhaven for fuel. At Truckhaven Geoff gets out of the car and fills up. Goes to pay and then wanders off to chat to some of the others standing around. A few curses from me and he gets back in the car and we are off to MTC 15 and back on time. On the way to MTC 15 we meet several other crews who had been behind us at TTC 7 and departed the scene of the accident before us who must have gone back on route at Rathmell and not cut until they were already running OTL. Some of them were still OTL when they got to MTC 15.

From MTC 15 we slot right towards Swarthwaite and it's the usual run around the Kellets and down Halton Park. Neutral through Caton and Brookhouse and then over Littledale (I used to live in Brookhouse and a friend had a farm on Littledale so I know this bit very well) with its two NAMs in car Parks. I don't know who we were chasing up Littledale but they overshot the junction at Crossgill (much to my enjoyment) but they were soon back with us and I cant remember where we eventually lost them.

Its then up Stock-a-Bank then around the hairpins towards Quernmore and right at Crossroads and past the entrance to Kitt Brow Ford. Kris Coombes had left the road at the next 90⁰L and we very nearly did the same. Turn hairpin left at 5 Lane ends and Neutral though Dolphinholme to Abbeystead.



Photos above Courtesy of Chris Ellison

Continued on Page 26

Clitheronian Rally **Continued from Page 25**

Up Abbeystead and slot right onto Marshaw then right at Stonehead and down to Street. Over Harris End Fell and Quiet through Oakencrough down to Barnacre and round the hairpins at Brockmill. Turn left and its Quiet to NTC 27

This next section meanders all round the lanes to the West of Chipping. The roads are all narrow and very twisty and not long in length so from here to the last control it's a constant two to three hundred yards and a T Junction or crossroad with a SGW and Code Board - all very technical and all too easy to loose your place on the map whilst you are noting down the code board. Fortunately I only lose my place on the map once and we slot left for all of 100 yards before I spot my error and we turn around. I doubt that we were the only ones to have at least one wrong slot round here.

All to soon we reached the final control. Despite the long hold up following car 40 rolling we had a brilliant time and enjoyed every minute of a superb route. Even without the time dropped because of the roll we were never going to be in the hunt for a pot but as I said earlier it was Geoff's first Road Rally. He enjoyed it that much he has put an entry in for the Farrington and asked me to sit beside him again - Glutton for Punishment or what !

The accident at Tosside cost us 23 mins at the next control and we were already 6 mins down. Making a dash to Petrol and MTC15 cost us a further 25 mins in missed code boards. I note that we dropped more time at STC 28 than Ben Briant / Gary Evans (who were 1st O/A) dropped all night !!!

Once again a superb Clitheronian and many thanks to everyone who had a hand in this event. All the documentation was spot on. All the code boards were in the right place as were the Marshals (all of which seemed to be on the ball and knew what they were doing)

Brilliant Rally - even if I am a little bit Biased
Maurice Ellison : Clitheroe & DMC

PS

A friend asked me what caused the angry red mark on the bridge of my nose. I said "Glasses". He said "Have you tried contact lenses?".

I replied "Yes, but they don't hold enough wine."

Sometimes I wake up grumpy; other times I just let her sleep.

Women sometimes make fools of men, but most guys are the do-it-yourself type.



Caernavonshire & Anglesey MC
Celtic Auto Parts Ltd
Rali Môn

14/15 September 2019

Matthew Hewlett : Clitheroe & DMC

After a long gap between rallying due to a long summer on an arable farm in the midlands I wasn't sure if I'd be able to read a map still after not sitting in a rally car since early June on the Memorial Rally let alone hold a good campaign on my first welsh road rally, but anyway I agreed to compete alongside Carwyn Owen in his mint little Peugeot 106 Rallye which he had re commissioned after an unsuccessful attempt on last year's Rali Môn when he had Sam Spencer calling the slots (no pressure).

The event came and I met up with Carwyn and we went on to noise and scrutineering where the scrutineers were very impressed with the car and we later found out he had been awarded best prepared car.

The nights formalities came and went, and we were soon all plotted up and booked out of MC 1 at the start for the short transport section down to the first section. We were soon sat at the control and I was very apprehensive as the map looked like the night would be very compact with lots happening in very quick succession, but the first section confirmed that as the we soon into the swing of things with Carwyn soon re adjusting to the car which he hadn't driven in anger since February.

As the night went on we started to get into the swing of things with the sections going by and before we new it we were at petrol and at this point we were lying 33rd overall and 18th in class which we were happy with and in a comfortable position for a good push in the second half.

As the night wore on we maintained a good pace all night and without missing any route checks or passage checks we made it to the finish unscathed where we found out we had climbed three places during the last 3 sections so as the results came final we finished 30th overall and 16th in class. All in all it was a cracking event and a comfortable result for both Carwyn and I.

Thanks to everyone who had input in organising and marshalling the event and thanks to Carwyn for agreeing to do the event with me and providing a faultless drive all night

Matthew Hewlett : Clitheroe & DMC



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The event is designed for Experts
through to novices by current competitor
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Entries open Friday 4th October



Liverpool Motor Club Autumn Sprint



Aintree

7th September 2019

Tinsley Triumphs

Report & Images by Steve Wilkinson

Despite just 60 competitors turning up to take part in the event it proved to be highly competitive. It was feared that there would also be a shortage of marshals due to clashes in the region, but on the day it was great to see a good turn out from the orange army.

Despite the problems we again had a well organised event and those who chose to support the club were rewarded with two practice runs, six competition and a seventh optional run which didn't count towards the event awards but never-the-less saw several drivers set their best times as the event wound down.

The two practice runs were done and dusted in no time and we swung seamlessly into the timed runs.

As always, the **Standard Car classes** set the ball rolling.

In **SA** Chris Smith again took the win in his MG ZR and despite his own predictions broke his class record twice; Clive Plestedd was second in his MG ZR140 setting a new PB in the process. In **SC** it was a Clio one, two, three as David Goodlad led throughout whilst Les Wilson got to within 0.19 of the leader in second spot, Michael Lawson was third and Paul Collier fourth in his Honda Civic as they all broke their PBs. Peter Messer (MX5) then took a solo win in **SD** before we moved into the **Road-going classes**.

In **1B** Russell Thorpe had a varied day in his venerable Renault 5 Turbo. On his first run he went orienteering at Beechers and as he approached the finish on his second run, the engine spluttered and coughed. Low fuel pressure had a catastrophic consequence and the good doctor was towed out of the venue during the lunch break. Daniel Brady (Clio) missed his first three timed runs so by the time he got into the groove after lunch the "opposition" had departed. Brady established his PB before a sixth run 'detour' left him in second spot. In **1C** Alan Sawyer (Subaru Impreza) started with a new PB and led the class only for Alex Gilchrist Jones to slash over a second off his PB to take control of the class.

Sawyer couldn't match the Mitsubishi driver's pace and had to settle for second. Peter Sherratt, team principle of Equipe Crème Anglaise, also set a new PB but was left trailing home in third spot in his BMW M3. In **1D** all four drivers set new PBs in a great battle that raged all day. Ray Worrall (Honda S2000), aka Cross Plane, led initially setting a new class record in the process. On his third run, Michael Thomson (S2000) chipped a further 0.13 off Worrall's record to annex first place. Lee Early (S2000) and Oliver Chilton (MX5) were third and fourth. In the somewhat depleted **1E**, there were three non-starters, Keith Calder held the lead throughout in his Audi TTS, with Nathan Warburton second and Mark Warburton second in their TVR Griffith – all three set PBs in the process. In **1F** the three Lotus Elise were somewhat overwhelmed by Robbie Birrell in the Exige V6. Birrell got to within a tenth of his class record to record a comfortable win. Steve Wilson took second ahead of Phillip Wood and Rob Holt with the three Elise covered by less than 2 seconds.

Into the **Kit Car classes** and in **2A** Daniel Hollis (Caterham) and Martin Walker (Westfield) had a ding-dong battle for the lead. First Walker led, then Hollis snatched the lead and finally after Walker had slowly closed the gap, he swept through to take the win with his sixth run being conclusive. Michael Bellerby, on his first visit to Aintree, found the Sylva Striker a tad under geared but still managed to close to within a second of Hollis for third. Bill Stevenson cruised home in fourth whilst his wife Carol set a new PB as she got to within a second of her husband's best time in their shared Westfield. Sean Bourn took a solo win in **2B** in his Carcraft Cyclone. In **2D** Huw Binfield also took a solo win – the youngster was making his competition debut at 16 years and 2 months and was chopping time off on each successive run in the Ariel Atom.

The **Mod Prods** were a tad thin on the ground! In **3B** John Moxham set a new PB in his 205 GTi taking the class win from Mike Ashcroft in his 'new' MG ZR190. Graham Kearsley then took a solo win in **3C** in his Impreza. TVR Tasmin pilot David Welton, who is allegedly retiring from the sport at the end of the year, took the class win in **3E** with Martin Chittenden second driving his 'trackday' Porsche 944 for the first time in a sprint as his Sports Libre car was sidelined. In **3G** Chris Griffiths cruised to the win whilst Mark Davenport (Sylva J15) lowered his PB by 0.99 in his chase of the Westfield driver.



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Aintree Autumn Sprint **Continued from page 28**

The **Racing Car classes** were reasonably well supported, certainly at the bottom end of the capacities. Unfortunately, a clash with the British Sprint Championship round at Knockhill meant John Graham was absent. In **5A** Craig Powers led throughout despite destroying the clutch in his OMS 2000M on his fifth run. Roger Wright, who was making his Aintree debut at the wheel of the Speads RM07, took second place with Eve Whitehead, co-driving Power's OMS, third. Daniel Williams' Jedi was fourth in the first of the 600s with Tomos Brogden (Jedi) fifth ahead of his father Peter in sixth whilst Colin Kendall (Terrapin Mk1) in seventh struggled to get anywhere near his PB. The **Formula Ford class** again featured the Usual Suspects. Geoff Ward continued his season-long dominance in the Swift finishing nearly 1.5 seconds ahead. Phil Perks took second in his venerable Royale, Nigel Fox just took third by the narrowest margin in his Van Diemen RF89 and Graham Curwen (RF81) was fourth. Graham had obviously been trying as he included a big Gilhooley at Beechers on his second run! In the final Racing Car class Paul Tinsley was running solo in **5D**. Paul has recently acquired the 2 litre Dallara F3 and this was his first event in the car that we last saw at Aintree in the hands of John Graham. The Dallara has been hillclimbed by the Eyles family ever since John Graham moved up to the Gould and had lain fallow for many months. Tinsley, who last sprinted a Formula Renault Swift at Aintree, was a bit 'ring rusty' but soon got up to pace. He switched ratios during the lunch break and on his fifth run grabbed FTD.

In the '**Classic classes**' entries were also a tad thin. Bob Binfield took a solo win in his immaculate circuit racing Jaguar E-Type roadster in the Road Car Class. In the Racing Car Class Jonathan Baines took the win in his Royale RP30 Formula Ford 2000 setting a new class record in the process. Edward Lea was second in his FF1600 Lotus 61 with Rod Stansfield third. Rod had decided to have some fun so left his immaculate Elva Sports Racer at home and brought his vintage Lagonda Rapier Special. The monoposto racing car is also known as The Jenks Special after the highly talented Denis Jenkinson who conceived the car as a Maserati 4CM replica. Rod was grinning from ear to ear each time he came to the line and provided a wonderful contrast to the modern-day race cars.

The final class was for the **MGCC** members. Up front Richard Watkinson was unassailable in his Mod Prod Midget finishing well clear of the rest. Jake Wolf took second in his Mod Prod Midget as he sliced exactly two seconds off his PB. David Coulthard (MG ZR160) took third whilst co-driver Helen Waddington was fourth with a new PB. Fifth was taken by David Tandy whose left-hand drive Frogeye Sprite used to be raced on the ovals in the States. Final place in the class went to the very smart MGB roadster of Phil Cheek who like Tandy was making his Aintree debut.

Once again, the organisers and marshals did a wonderful job and despite the small entry produced a highly competitive meeting.

Hopefully all those who competed will act as ambassadors for the club and next year we will have a full entry list.

As usual, fully detailed results are on our results page [HERE](#).

Steve Wilkinson www.facebook.com/Sprinty

www.liverpoolmotorclub.com

Aintree Autumn Sprint

Barry Hewitt and Yvonne Robinson

The day started a little after 6am for us with a leisurely drive to Aintree race track for the Aintree sprint this being our first time helping at a sprint as we are normally out helping on rallying. We arrived in good time to see the paddock area already alive with cars we parked up and went to find the chief marshal to sign on for duty.



We found the person in question and introduced ourselves and signed on we were then asked if we would do assembly so we said yes why not next we had time for a brew and a look round the paddock to see some of the cars.

Next up everyone was called together for a group picture then it was onto the marshals briefing we were told what to expect then posts were assigned and off everyone went we were told to position ourselves just inside the gates and then we watched as the noise test was carried out then we were furnished with a list of the cars and their groups and a radio microphone and told once we started to keep the start busy with cars.

So the action started. we kept it going till the lunch break then it was back to it for the afternoon session we ran the last couple of timed runs for the championship and was advised we would have one more run for anyone that wanted but this would not count for the awards. we even had time to chat with one or two competitors whilst waiting for them to move up to the start line all in all it was a fantastic day I would like to thank all those who made us feel welcome

Barry Hewitt and Yvonne Robinson

September Sprint & Hillclimbing

With Nigel Fox

Three events to report on this month. First was the BARC Midlands two lap sprint at Three Sisters Circuit near Wigan.

Once again, I was driving my single seater Van Diemen RF89 in the pre 1994 Formula Ford class.

With a not particularly big entry, the organisers opted for a relaxed approach with a 10:30 start. Before my first run, a monsoon like rainstorm arrived, flooding the track and resulting in an interruption to proceedings. After a couple of wet practice runs the track had dried completely for the afternoon timed runs. As usual the main competition in my class came from Geoff Ward who I had never managed to beat. After the second timed run I was a tenth of a second behind Geoff. After the third run we were equal on 80.65 seconds. My final run was disappointing with a couple of wheels on the grass at one point. I was given a lucky break though. The timekeepers didn't record the time and I was given an immediate rerun. I managed 79.07, over half a second ahead of Geoff to record my first Formula Ford class win.

The following day we were at Three Sisters again for the Longton and District Motor Club Sprint, also a two lap event. Such is the reputation of Longton run sprints that this event was oversubscribed and there was a reserve entry list. We weren't as lucky with the weather as the previous day and the showery conditions only permitted one dry run. Unfortunately I was unable to repeat the heroics of the previous day and the class win went to Geoff Ward, neither of us beating our times of the previous day.

The following weekend it was time for the final Liverpool Motor Club sprint at the historic Aintree Circuit, once home to the British Grand Prix.

I had changed my second, third and fourth gear ratios, the car geared for around 125mph (instead of 95mph for Three Sisters). The Aintree Sprint course is all about carrying speed through the corners whilst always being aware that any mistake can bring you into high speed contact with the solid bases of the Grand National horse jumps.

An unusually low entry meant plenty of runs. I had one big spin at (Becher's a fast right hander for sprinters, left hander on a horse), luckily I scrubbed off a lot of speed before getting on the grass and came to a stop without hitting anything.

I finished third behind Geoff Ward and Phil Perks with Graham Curwen just one hundredth of a second behind me.

The final events of the season are in October, the Longton sprint weekend at Anglesey, with a different course on each of the days. As there are no Formula Ford entries I have decided to dust off my Zetec powered Caterham and run it in the roadgoing kit car class.

The week after I'll be at Curborough sprint course in Staffordshire with the Formula Ford.



Nigel Fox : Clitheroe & DMC

Sprint & Hillclimbing

Scammonden Dam Hillclimb : August 17th

Small entries may blight Scammonden Dam but the venue must offer the best value for money to drivers in the hillclimb world. Pendle and District Motor Club's event attracted just 28 competitors who enjoyed warm and dry weather and two practice runs and eight timed runs.

FTD went to Paul Gibson, whose best run in his OMS was 23.13, ahead of David Seaton who could only manage to thread his bulky Pilbeam 5-litre sportscar up the narrow hill in 24.12.

Three Sisters Sprint : August 31st

The late summer 'wet weekend in Wigan' kicked off with a BARC (Midlands) event using the now usual two-lap layout at Three Sisters. (Apologies for the misleading description in the last Bulletin where the editor assumed BARC was using the different 'outer' circuit.)

Oddly, there were only 38 entrants, despite LDMC's event the following day being over-subscribed. Given that the weather conditions were even worse on Saturday the stay-aways may have thought they had made a good decision, although the small entry must have been painful for the organisers.

Practice got underway at a restful 10.30am but ground to a halt towards the end when the runs were suspended for about an hour as heavy rain poured down. Play resumed with the rest of practice and the first timed run on a damp and very slippery track before lunch was taken.

There was no more rain in the afternoon but the track did not totally dry, or offer much grip, until the fourth and final timed run which was completed a little after 4pm, despite the earlier delay.

FTD went to the ever-rapid David Tatham who flung his OMS Hornet around in an impressive 66.19 seconds.

A PACKED FIELD TAKES ON THE CHALLENGE OF TWO LAPS AT THREE SISTERS : September 1st

A packed paddock and a sunny morning indicated a good start to LDMC's last outing of the season at the Three Sisters circuit on September 1.

The rain of the previous few days had however left a damp, slick surface that most of the drivers tiptoed round in practice - the emphasis being on 'most'! Stewart Duncan, double-driving in the OMS PR took the bend coming off the straight far too fast and skittered to a virtual standstill before continuing on for his second lap but was only slowed down marginally.

Craig Powers in the OMS 2000 spun in Lunar and stalled, requiring the help of marshals to get going again. Meanwhile Brian McCurdie in the green Rover Mini Cooper only managed to slow down after he had passed the stalled single seater.

Although he got a re-run, Brian unfortunately overcooked the entrance to the Esses and spun himself, although he did manage to get the Mini going again under his own steam.

There were quite a few private battles going on in the classes, James Hunt in his BMW E30 set a very fast time of 82.32 in T1 whilst Alex Gilchrist in the Mitsubishi Lancer was nearly as quick, at 82.37. Due to the conditions, neither was able to better it and James won the class by a very narrow 0.05 seconds. Roger Fish and Michael Thomson, both in Honda S2000 in Class 1D were only separated by 0.37 seconds, both times also set in T1.

In Class 5A, David Tatham in his OMS Hornet easily won the class with a time of 67.48 which was also the FTD. But the real battle was for second place between Eve Whitehead and Craig Powers, in their shared OMS 2000, which saw Eve take the place with 74.92 compared to Craig's time of 74.99 - only 0.07 between them.



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Sprint & Hillclimbing : Continued from Page 31

The Porsche Club also had a tussle for first place between Andy Fagan in his Boxster and Justin Mather in the Porsche 924, Andy just gaining the win in 80.46 to Justin on 80.55.

In spite of the changeable conditions there were ten new class records set on the day from a field of 79 cars and 86 drivers.

LDMC would like to thank all of the clubs that took part and made it such an enjoyable day and of course, 'thank you' to all of the marshals and officials without whom we would not be able to race at all.

Denis Moore : Longton & DMC



Aintree Sprint : September 7th

The run of low- entry events that have become apparent recently impacted on the final Aintree sprint of the year with only 60 drivers taking on the historic circuit, 40 below the break-even point for the organisers.

Whilst Liverpool Motor Club officials gritted their teeth, competitors were revelling in the situation and enjoying warm, dry weather and two practice and seven timed runs, although the last one did not count in the results.

The day passed off without any serious incidents although three out of four of the Formula Ford contingent managed high-speed spins at Beechers, fortunately without damage. Longton's Craig Powers was delighted to cling on to FTD with 43.18 for the first four runs before his little OMS was put in its place by the Dallara F3 of Paul Tinsley who took the honour with 42.49. Russell Thorpe managed only two runs in his venerable Renault 5 turbo before the engine cried enough, although he did enough to win the class

Aintree often attracts interesting historic cars and this event with no exception with the stunning and beautifully prepared Lagonda-based Jenks Special of Rod Stansfield delighting the spectators.

Jeremy Corbyn asked the Queen. "Your Majesty, how do you run such an efficient organisation? Are there any tips you can give me?"

"Well." Said the Queen. "The most important thing is to surround yourself with intelligent people."

Jeremy Corbyn then asked. "But how do I know if the people around me are really intelligent?"

The Queen took a sip of tea. "Oh, that's easy, you just ask them to answer an intelligent riddle, watch me and listen."

The Queen pushed a button on her intercom. "Please send Prince Charles in here, would you?"

Prince Charles walked into the room and said. Yes, Mother?

The Queen smiled and said to Charles. "Answer me this please Charles. Your mother and father have a child. It is not your brother and it is not your sister. Who is it?"

Without pausing for a moment, Prince Charles answered. "That would be me."

"Yes, very good!" Said the Queen.

Ah ha I get it said Jeremy, thank you Ma'am. And in a great rush he left.

Corbyn went back to Parliament and decided to ask Diane Abbott the same question.

"Diane, answer this for me." "Your mother and your father have a child. It's not your brother and it's not your sister. Who is it?"

"I'm not sure." Said Abbott. And then in true Diane Abbott style she went on to say. "Let me get back to you on that one."

She went to her advisers and asked everyone, but none could give her an answer.

Frustrated, Diane went for a coffee and met Nigel Farage. "Nigel, see if you can answer this question."

"Okay." Replied Nigel.

"Your mother and father have a child and it's not your brother or your sister. Who is it?"

Farage immediately answered. "That's easy, it's me!"

Abbott grinned and said. "Good answer Nigel, I see it all now!"

Abbott then, went back to find Corbyn and said to him. "Jeremy, I did some research and I have the answer to that riddle

'If your mother and father have a child who is not your brother or your sister, the child is Nigel Farage!'"

Corbyn went red in the face, got up, stomped over to Abbott, and yelled in her face. "No! You bloody idiot! It's Prince Charles!"



Britpart BXCC Whaddon win for Degiulio

Andy Degiulio and Paul Foley put their bad luck this season behind them with victory at round five of the Britpart British Cross Country Championship which was held at Whaddon in Buckinghamshire.

A quick start by Paul Rowlands and Neil Lloyd gave them a lead of 14 seconds after the opening two runs in their Polaris with Degiulio in second place. Fastest or joint fastest times on the next four runs saw Degiulio close the gap to one second after run 6. Rowlands' victory hopes were dashed on run 7 though with a broken drive belt resulting in a maximum which dropped him down the leaderboard and left Degiulio leading the event overnight with championship leaders Justin Birchall and Jonny Koonja in second and Ian Gregg and Adam Evans in third.

Whaddon was a new venue for the BXCC and it proved to be tough for some crews on day one. Martin and Aston Cox damaged the steering on their GSR 206, Richard Green broke a track rod end on his Tomcat 100 and Michael Wilson's Freelander was forced into retirement when the front diff housing exploded and holed the engine sump.

Degiulio maintained his lead throughout the second day, taking the win by 1m 24s.

"It's been a long time coming," said Degiulio. "It's a good feeling to be back on the podium after the problems we've had this season with crashing and mechanical issues. It was a case of keeping my head down and keeping at it. I enjoyed the event, I enjoy the driving and it's a privilege to do what we do."

There was a tense battle for second place. Mark Jacques and Adam Nicholson set the fastest time of the event on the last run of day one in their Lofthouse LS3 and they set the pace on day two also, with fastest time on every run. Jacques completed his runs with Birchall's car still in service having the front diff changed. Birchall set out on his final run needing to complete the course in less than 6m 09s to get second place but he wasn't able to achieve it and had to settle for third behind Jacques.

Jacques commented: "It's been a tough weekend, we arrived late on Friday so didn't get a chance to walk the course and then the first couple of runs were difficult as we had a misfire. After that though we started to enjoy it and the car was faultless. It was quite different terrain to what we usually race on but we gave it our best. It was a really good event, well organised with a great atmosphere."

Birchall's third place keeps his BXCC title hopes alive. He commented: "It was an extremely hard event, the nature of the course meant trying to do the same speed as usual was very difficult. It was tough on both car and crew, I've got blisters on my hands from hanging on to the steering wheel. We had a knocking noise on the car on day two so we changed the front diff but then we had no fourth gear on the final two runs. It's been a good weekend though."

Gregg finished fourth in his Polaris with Paul Rowlands fighting back from his day one disappointment to take fifth. Jason Rowlands also had a drive belt failure which meant he could finish no higher than sixth in his Can-Am X3. Martin and Aston Cox had further steering issues on day two but were still able to finish seventh. Oisin Riley was eighth in his Polaris and Phill Bayliss ended his run of third places in ninth after a challenging event which included damaging his wrist on day one after hitting a bump at speed, resulting in the rest of the event having to be driven one-handed. Liam Griffin rounded off the top ten in his Bowler Bulldog on what was his first BXCC event.

Chloe Jones completed her class 7 championship win and finished 11th overall with Richard Green completing the finishers in 12th after several problems with his Tomcat.

The championship will finish in October at Walters in South Wales. For more information please visit crosscountryuk.org.

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



Lynch and Landsail Tyres Team Geriatric secure victory at Pembrey

Wigan racer Tony Lynch was able to celebrate a first victory in the opb Motorsport Retro Rallycross Championship on a fine weekend on track at Pembrey.

Tony went into the weekend looking to impress at the wheel of his Landsail Tyres Team Geriatric-run Toyota MR2, which was appearing on track for the second event since the team fitted a new, more powerful engine to the ex-rally car.

Having been forced to retire from the previous event as a precaution following an oil leak, Tony headed to South Wales optimistic about a solid weekend on track as he looked to put more miles on the new package.

From the outset however, the Toyota was right on the pace with Tony leading the Retro Rallycross field in heat one in third place overall.

Tony then repeated that result in heat two before taking second overall in heat three - leaving him on the middle of the front row for the final.

A fine start saw Tony slot into second overall before the Super Retro class BMW of Gary Simpson and from there, the Toyota was able to edge away from the rest of the class field as Tony stormed to his first Retro Rallycross victory since switching to the series at the start of the year.

"We had a glimpse of what the upgraded car could do at Lydden Hill and that left us confident about what we could do at Pembrey," he said. "We didn't want to get carried away but from the first heat, I knew we had a car that could challenge for class honours.

"The new engine worked like a dream and we really benefitted from the new AVO suspension as I was able to get the power down a lot better at the start and the coming out of the slower corners.

"I had some good battles with Steve Cozens in the heats and I knew that if I could get ahead of him at the start of the final and not make any mistakes then we could get the win.

"That was how it panned out and to get the win is fantastic. It shows we are moving in the right direction with the changes to the car and there is still more to come, which leaves me confident that when we get to 2020, we'll be able to launch a title challenge."



Ford Parts Cheviot Stages Rally

in memory of Keith Knox

Jason Pritchard celebrates back-to-back Protyre Asphalt Rally Championship titles as Alan Kirkaldy wins on Otterburn

Jason Pritchard secured back-to-back Protyre Motorsport UK Asphalt Rally Championship titles by the smallest of margins, beating arch rival Damian Cole to the trophy by just one point after a thrilling final round on the Ford Parts Cheviot Stages Rally on Otterburn.

Co-driven by Phil Clarke, Pritchard finished third on the event in his North Road Garage Ford Focus WRC05, but with Cole missing out on victory by just three seconds and finishing second, it was enough to give the Bulth Wells driver the title for a second year in a row.

In a thrilling finish to an exciting final round, Alan Kirkaldy and co-driver Cameron Fair took their first Asphalt Rally Championship victory, beating their world rally car adversaries in their Cairnsmill Caravan Park-backed Ford Fiesta R5. The R5 class champions were on the pace from the start, and ended the first loop of stages equal on time with six time champion Cole. The second loop proved decisive as they opened up an eight second lead, which they extend to 11 seconds after the long stage nine.

With the last two loops consisting of two stages run in the opposite direction to the earlier ones, the St Andrews driver traded fastest times on the first two tests with Cole, and held on to the rally win with a sensible run over the final loop to take the win by a mere three seconds.

Cole held the Championship lead coming into the final round, but with dropped scores to take into account, there was the possibility of Cole and Pritchard being level on points at the end of the day. If this was the case, whoever was faster of the two on the first stage would win the Championship. Cole, who had local Andrew Roughead in the co-drivers' seat of his Get Connected/Energizer-backed Ford Fiesta WRC, had worked hard on his pace notes and was two seconds quicker than rival Pritchard on SS1, and was level with Kirkaldy after four stages.

Despite dropping some time on the next loop, Cole was never far behind, but disaster struck when his Fiesta's gearbox developed problems, which meant that second gear couldn't be used. Ten seconds behind entering the last loop of stages, Cole gave it his all, and despite his transmission problems, closed to within three seconds of the lead at the finish. Unfortunately, those three seconds denied him a seventh National Asphalt Rally Championship title.

After suffering with a down on power engine on the previous round, the Old Forge Garage Mewla Rally, Pritchard had traced the fault to water injection issues, and he was hopeful that this would return the car to its usual high level of performance. Whilst things had improved, Pritchard didn't feel that his car was back at its peak, and the Focus WRC was suffering with an intermittent misfire, with the car reluctant to restart at one of the petrol halts.

Despite these issues, Pritchard kept going and moved back up to third position, which he maintained to the finish, where they discovered they had retained their Protyre Motorsport UK Championship by just one point from Cole.



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Cheviot Stages Rally : Continued from Page 35

It was a good day, on what has been a good year, for John Stone, who was pleased with the pace notes that he and co-driver Michael Gilbey had made for the event, with the pair amongst the fastest crews throughout the day. With their ex-Mikko Hirvonen Legend Fires-backed Ford Fiesta WRC running faultlessly, the pair finished the day in a fine fourth place, moving Stone up from sixth place to a finishing third position in the Championship.

Jack Morton, who has previously co-driven for Stone, returned to the series with young driver Frank Bird, who was making his Otterburn debut and using pace notes for only the second time. With a sensible approach being adopted, the pair finished in an encouraging fifth overall in their Ford Focus WRC, as Morton finished seventh in the Co-drivers' Championship.

There was a nasty scare for Chris Ford/Neil Colman when they suffered a loss of braking on their Century Autosport-tuned Ford Fiesta R5 following a 900 yard straight on stage two, with the resulting time loss dropping them out of the top ten. With repairs completed, the pair set about making up for lost time, and by the end of the day had moved back to 10th overall and fifth Championship driver.

On their return to the Championship, things started promisingly for Mark Jasper/Don Whyatt, who moved into the early class lead in their Ford Escort Mk2, despite losing time after catching a slower car on SS1. Over the remaining three stages of the first loop the pair maintained their class lead and were holding seventh place overall, but failed to make it out of service due to engine issues.

Not making the start were fellow Escort crew Darren Atkinson/Phil Sandham, who withdrew their entry. As a result, Atkinson dropped from third to fifth in the Championship, whilst Sandham, who had been leading the co-drivers' section, fell to third place, though the pair took Championship class B13 honours.

Co-driver Ashley Trimble joined forces with Subaru Impreza driver Adrian Spencer, and the pair had a pre-event fright when the car's fuel pump failed and their service crew had to fit a new one. The rest of the event went better for them, allowing Trimble to move up to fourth overall in the Co-drivers' Championship in addition to the class B11 title.

After winning their class on this event last year, Geoff Glover/Keith Barker were looking for a repeat result this year, and over the early stages they held second place in their rear-wheel drive Astra. Unfortunately, they would drop a few more places on the final loop, but were able to secure the runners-up spot in class B11 in the Championship for the second year in a row.

The battle for the B10 class was resolved when Rhidian Daniels/Tomas Whittle took their fifth class win of the year in their JJ Aggregates-backed Citroën C1 Max, taking maximum Championship points for the year. Their aim was to secure the Championship class win, and once this had been confirmed they got into a good battle with two local Peugeot 106 drivers for the class win on the event. A problem free run enabled them to move up the order and win the category by 19 seconds.

Adrian Drury/Cat Lund had hoped to challenge Daniels for the B10 Championship honours, but unfortunately they suffered a repeat of the driveshaft issues that they suffered on the Carryduff Folklift Down Rally. This time their duck yellow Drury Deliveries Peugeot 106 GTi pocket-rocket was stranded on the start line of SS1, which was a cruel and disappointing end an otherwise splendid Championship campaign.

Also destined for a non-finish were David Longfellow/Mark Broadbent whose Subaru Impreza snapped a gearbox mount on SS8 causing an oil seal to fall out. With smoke getting into the car, the pair decided to retire rather than cause damage to the transmission.

Protyre Motorsport took a large number of tyres to the Cheviot Rally, including Pirelli, Michelin and Hoosier, and operate an on-event fitting service for all registered Championship contenders.

Alan Kilkaldy (1st) said: "I'm delighted to take the win, I had been wanting a podium finish here on Otterburn, but didn't expect to get first place. Damian Cole was on some pace on those last two stages, so I'm really pleased to have held on to victory. I've really enjoyed my first year doing the Protyre Asphalt Rally Championship. Geographically it's been difficult, and this is my local event, which is about three hours travelling time for me."

Damian Cole (2nd) said: "Our gearbox issues haven't helped, and I pressed on with it for the last two stages which hasn't done it any good. I went for it on the first stage, but overall I've been three seconds too slow. It's been difficult using different co-drivers this year, but the car has got better this year. I'll be back to try for the Asphalt Championship win number seven next year."

Jason Pritchard (3rd) said: "Winning the Protyre Asphalt Rally Championship title again hasn't sunk in yet – it probably will somewhere on the motorway on the way home. It's been a stressful day, I can tell you! I'm just glad to see the finish with all the issues we've had, the car's not been running properly all day with a misfire. To win five championships in consecutive years [three British Historic Rally and two Protyre Asphalt Rally titles] by winning the National Asphalt Championship for the last two years is just a brilliant feeling. I can't thank Phil [Clarke, co-driver] enough; he's done an excellent job, as have the rest of the team. They've encouraged me at the low moments of the event, it's a family team."

Action from the Cheviot 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 2019 Protyre Motorsport UK Asphalt Rally Championship Gala Prizegiving and Awards Night will be held at the Hilton Puckrup Hall near Tewkesbury on Saturday 2 November. Registered Asphalt Rally Championship contenders can benefit from a reduced room rate, and the all-important secret code available from the Championship Co-ordinator, Jane Evans.

Ford Parts Cheviot Stages Rally

in memory of Keith Knox

Fifth For Bird On Otterburn Debut

After a successful couple of outings in the Formula Renault Eurocup recently, it was back to rally action for Penrith-born driver Frank Bird who contested the Ford Parts Cheviot Stages Rally at the weekend and came away with another impressive result.

The event comprised a qualifying round of the MSA Prot tyre Asphalt Rally Championship and as such featured one of the strongest fields Frank and Hexham co-driver Jack Morton had encountered in his very fledgling rally career to date.

It was also the first time for Frank on the daunting and fast military roads complex that comprises Otterburn in Northumberland whereby the recce on Saturday was the first time the pair had made their own pacenotes before a day of action in the Dom Buckley Motorsport/IRS-prepared Ford Focus WRC07, with backing from Frank Bird Poultry, Be Wiser Insurance, Fuchs Silkolene, PBM and Hager.

Straight from the off, Frank was mixing it with some of the big guns and set sixth fastest time on the opening test before going fourth fastest on SS2. Another top four time on SS6 maintained his sixth overall at the halfway point before the pair upped the pace as they got more familiar with the pace-notes and roads of the Scottish borders to move into fifth.

That's where they stayed until the finish despite a superb top three time on SS10 to cross the finish ramp just half a minute down on former National champion John Stone and claiming a second place in class for good measure.

Frank Bird: *"A fifth place on my debut at Otterburn is a fairly good result and I'm happy with that considering how good the opposition was and on some difficult stages. We set some good stage times during the day to show our speed and the car ran great all day. Thanks to the team, to Jack for doing another great job on the notes, and to my dad, PBM and all our other sponsors."*

Results

1	Alan Kirkaldy/Cameron Fair	(Ford Fiesta R5)	
2	Damian Cole/Andrew Roughead	(Ford Fiesta WRC)	+0:03
3	Jason Pritchard/Phil Clarke	(Ford Focus WRC)	+0:36
4	John Stone/Michael Gilbey	(Ford Fiesta WRC)	+1:23
5	Frank Bird/Jack Morton	(Ford Focus WRC)	+1:59

I like long walks, especially when they're taken by people who annoy me.

If at first you don't succeed, skydiving is not for you.



I was going to give him a nasty look, but he already had one.

Change is inevitable, except from a vending machine.

The grass may be greener on the other side but at least you don't have to mow it.

Money is the root of all wealth.

HEXHAM & DISTRICT MOTOR CLUB

'THE SEPTEMBER SORTIE'

12 CAR RALLY

14th September

With an oversubscribed entry, the ever popular Hexham 12 Car Series resumed after a Summer break with the September Sortie, a half nightery featuring a route over some of the lesser known roads on map 87 all asphalt but tight and tricky so requiring lots of concentration from both crew members. The event started from the picturesque Boatside Inn at Warden with a regularity which produced a wide variance of penalties, best on the clocks were the Elands on 1:02 with Tait/ Scott on 1:18 and Guthrie/ Hall on 1:22, sadly, this was destined to be the highlight of the night for all these crews.

The second section ran along the B6319 then up a yellow to TC.2 North of Haydon Bridge. For some reason most crews found difficulty in finding the slot from Brown to yellow and there was much wrong slotting with subsequently high penalties. A relaxed section through Haydon Bridge should have been a breeze but some unknown road works caused some confusion and it was a bit of a scamper to reach the next control, the nice Porsche 944 of Sarah Parker/ Roy Perkins, having his first foray as a Navigator after 45 years competing as a driver, disappeared, they never really worked it out and retired here but turned up at the finish still smiling.

The next section featured the yellows behind Langley Castle and the steep Moralee banks to TC.4 at Ridley hall. The Robinson/ Procter Mini Cooper was struggling with failing lights and taking it very slowly indeed. Next up was the yellow over Ridley Common with the unmarked "Right Over Brow" at The Steel", fortunately no one came to grief but this section with lots of steep inclines saw the little Citroen C1 of Thoulis/ Magee making a lot of use of 1st gear. A very long section then used a host of yellows in the West Allen valley, meandering South through Ninebanks and Carr Shield to Coalclough before a dash over Allendale Common and finishing with the tight twisty yellow down to, and through, the ford at Huntswell. Tait/ Scott went OTL somewhere round here and even the Expert crews dropped time.

A dash up the B6295 preceded a section that used the perennial favourites, through Knock Shield Ford and the Acton Burn hairpins then over the switchback yellows to finish near Keenley. The many brows were probably to blame for the Jennings / Brown Peugeot losing time as the deadly "Mal de Navigator" curse struck them !. The penultimate section featured a very hard to spot Route Check at Quarry House which caused a bit of head scratching before the final section up the Cupola hairpins and the often missed little yellow loop at Staward to finish at the Carts Bog Inn at Langley. Despite it being quite a tough event, the crews were all smiles and full of praise for the organisation, even more so after an excellent "Apre Rally " supper, always a popular feature of the Hexham events. The win went to the Proton of Chris Dodds/ Pete Gibson while an excellent run from Sally Ann Hewitt and Mark Lewis in the little Suzuki Alto netted them 2nd place and the Novice award while the Proton of James Hastings/ Sophie Wickham completed the podium places.

RESULTS:-

1	Chris Dodds / Pete Gibson	Proton Satria	E	9:50
2	Sally Ann Hewitt / Mark Lewis	Suzuki Alto	N	15:03
3	James Hastings / Sophie Wickham	Proton Satria	N	21:51
4	Thomas Robinson/ Lynsey Procter	Mini Cooper	N	22:20
5	Simon Jennings / Andy Brown	Peugeot 106	E	29:14
6	Alan Bennison / Roy Hewitt	Proton Coupe	E	33:12
7	Peter Thoulis / Andy Magee	Citroen C1	N	35:21
8	Ian Eland / George Eland	Proton	N	52:02
9	Keith Proudfoot / James Heron	Austin Mini	N	163:45
10	Ian Guthrie / Graham Hall	Peugeot 205	N	201:22
OTL	Jeff Tait / Dylan Scott	Ford Escort MK2		
RET	Sarah Parker / Roy Perkins	Porsche 944		



Little Devils Tour

In Northern Rallying history, the word 'Devils' conjures up memories of the glory days of the Motoring News Road Rally Championship. The Devil's Own was one of the most popular rounds in the 1970's, with a string of famous names, such as Tony Pond and Russell Brookes, out in the lanes in Escort BDA's, Chevette HSR's and Triumph TR8's.

In more recent years it has been a historic road rally, forming part of the HRCR Clubmans Championship, attracting the cream of classic drivers. Although the event was cancelled for 2019, classic car tour organiser Mike Kirk hosted the Little Devils Tour, offering a flavour of some of the famous roads used by crews in the past.

A strictly non-competitive 140-mile run, with a choice of marked map or tulip road book, the event attracted 15 entries from as far afield as Cardiff and Glasgow.

The entry list featured an eclectic mix of machinery, ranging from standard road cars, such as Richard and Anne Cleminshaw's Jaguar F-Type and Christopher Rae's Toyota GT86 to well-known classics.

Pendle DMC's stalwarts Charlie Woodward and Rod Brereton brought along their 1980 Talbot Sunbeam, while Steve Entwistle enlisted veteran rally navigator Jeff Smith to help guide the way in his famous ex-Roy Mapple Orangebox Mini. Unfortunately, Entwistle hit trouble before the tour had even started, when the fuel pump packed up just a quarter of a mile from home. Undeterred, he pushed the car back into his garage, then grabbed the keys for his wife's car and set off again! Cars and crews set off from the Station Inn for a initial 40-mile leg that took in the lanes around Killington Lake, enjoying the picturesque views of The Howgills before the short run down the infamous Fox's Pulpit, used as a test on early Devils Own classics, and a regular feature of road rallies.

The steep downhill section, covered in mud and leaves, saw the first casualty of the day when an excess of enthusiasm left Neil Johnson and Pete Kenyon with a bent steering arm on their Fiesta ST, leaving it "handling like a three-wheeled shopping trolley" in the words of the navigator. Next up was the moorland road near Fell End and 'The Tommy Road' which joins the Cautley Valley with Mallerstang – although even the locals have no idea why it's called The Tommy Road.

The route also afforded crews a glimpse of the ruins of Pendragon Castle, believed to have been built by Uther Pendragon, father of King Arthur, before the welcome morning halt at Brough Castle tearooms.

The second leg, comprising 40 miles from Brough to Egglestone Hall took in Selset Reservoir and Romalldkirk, using some of the lanes not only from previous Devils, but also Hexham Historic events.

The afternoon section featured two legs from Egglestone Hall to Hawes Creamery (38 miles) and then to the finish back at the Station Inn (30 miles). En route crews passed Stang Forest, used on many forest stage rallies, but last used a regularity section on the much-missed Illuminations Rally several years ago.

They also took in the ford near Tan Hill, locally known as 'Herriots' after featuring in the TV programme 'All Creatures Great and Small', and Gunnerside, before a run along the Coal Road near Dent, and Barbondale before the finish.

The overwhelming verdict from everyone who finished was 'an excellent, well-organised event with some fantastic roads and lanes and even more fantastic views.'



*Neil Johnson / Peter Kenyon
Ex Theirry Neuville M-Sport Fiesta ST*



Chris Rae / Terry May Toyota GT86



*Charlie Woodward / Rod Brereton
Lotus Sunbeam*



Roger Goth / Martin Oates BMW Z3

***Words & Images Courtesy of the
Ex Lancashire Telegraph Duo***



September Scatter



Tuesday the 17th was a) the first of the 19/20 Winter Scatter or b) the continuation of the 2019 Scatter season (over to the adjudicator Mr Ellison)

It was the resumption of the 2019 season - Mo

There was a relatively small entry of 8½ crews signed on at Waddy Club.

The missing half was Hewlett Jnr who fresh from his excellent Rali Mon finish managed to destroy yet another 106 gearbox on the way over, leaving Stephen Hardy without a co-pilot.

Thus the eight crews headed out into the dark and it wasn't too long before the text arrived that announced a Rob Cotton retirement with a puncture (and no spare)...in turn Cotton Snr sportingly agreed to pick Rob/Erin up..whilst still managing to complete the event with a score that would have been good enough for second place until the time penalties kicked in...reckon Rob owes his old man a beer!

The remaining seven crews all sneaked in on the deadline and when the scores were totted up it turned out that Mark Walker/Tommi Meadows had run out clear winners with Simon/Squires in 2nd place with the final podium spot being taken by Mitton/Nicholson.

Aside from a missing clue (I blame google earth!) all seemed to enjoy stretching their legs and grey matter before the weekends Clitheronian.

Tony Vart : Clerk of Course of R4 : Clitheroe & DMC

Results

1. Mark Walker/ Tommi Meadows
 2. Matt Simon/ James Squires
 3. Ben Mitton/ Levi Nicholson
 4. Paul Pendleton/ Harris Holgate
 5. Paul Redford/ Francesca Redford
 6. Steve Cotton/ Georgi Cotton
 7. Matt Furbish/ Sam Mitton
- Rob Cotton/Erin McNally - Retired
Stephen Hardy/ Matt Hewlett- Non Starter

2019 Scatter Series Forthcoming Dates

R	Month	Date	Maps
5	October	15th	102 & 103
6	November	19th	tba
7	December	3rd	97, 98, 102 103

If tomatoes are technically a fruit, is ketchup a smoothie?

No matter how much you push the envelope, it'll still be stationery.

2019 Scatter Rally Series Championship Table Result Following R4 (September)

Drivers			Navigators		
O/A	Competitor	Pts	O/A	Competitor	Pts
1	Ben Mitton	95	1	James Squires	93
2	Matt Simon	93	2	Levi Nicholson	76
3	Dan Sedgwick	71	3	Harris Halgate	70
4	Paul Pendleton	70	4	Alivia Corps	59
=5	Steve Cotton	33	5	Sam Ambler	53
=5	Phil Shaw	33	6	Francesca Redford	35
=7	Dominic Mctear	30	=7	Georgie Cotton	33
=7	Mark Walker	30	=7	Elliott Shaw	33
=9	Tony Vart	23	=9	Tommi Meadows	30
=9	Gareth Shepherd	23	=9	Connor Stubbs	30
11	Danny Poole	20	11	Derek Lewin	20
=12	Stephen Holmes	17	=12	Martin Daws	17
=12	Matt Furbish	17	=12	Sam Mitton	17
14	Sam Coombes	16	14	George Postlethwaite	16
15	Connor Stubbs	13	15	Ben Williams	14

Greenpower Racing at Aintree

Sean Robertson

A midweek trip to Aintree for this year's Greenpower Races on Wednesday 25th September. The Greenpower Education Trust is a UK based charity which gets young people enthusiastic about science and engineering by challenging them to design, build and race an electric car. The Greenpower challenge uses the excitement of motorsport to inspire young people to excel in Science, Technology, Engineering and Maths (the STEM subjects).

Each September Aintree is the northwest venue for their race programme, which sees 90 minutes of practise, followed by a 90 minute race for the 11-16 year olds (IET Formula 24), a midday 60 minute race for the 16-25 year olds (IET Formula 24+) followed a second 90 minute race for the younger competitors. Whilst all cars use the same motor and battery packs, the teams use their ingenuity to create custom built bodies, within strict built requirements, although for those teams just starting out a standard kit build is available.

The participants at the Aintree heat are predominately from the North West, although teams from other parts of the country, and indeed overseas, travel to the Merseyside circuit with competitors in the F24+ race hailing from Portugal, Poland and even a team from Argentina. Not the first time Argentina has been represented on the Aintree Circuit of course, as the great Juan Manuel Fangio did battle in the Formula 1 races of the 50s and 60s, albeit with a few more horses under his bonnet.

Volunteers are in great demand for the event as Scrutineering is a busy part of the set up in the morning, and then cars have to be pushed safely around the paddock and onto the starting grid. Companies such as Siemens (the main sponsor) provide personnel to help on the day, and my own company Amey provided 6 staff members on their annual Community Involvement Day to assist with the smooth running of the event.

Heavy rain the previous day had left a lot of debris on the track so 4 of us headed to Becher's armed with brushes and spent an hour clearing stones and grass from the roadway. Then it was time for the marshals briefing and then to get into position to allow practice to get underway. I left my work colleagues carrying out scrutineering and I headed to Bechers Out, my marshalling spot for the day.

One aspect of these electric races is the batteries do tend to die towards the end of each session, so you get a steady stream of cars slowing to a halt and needing to be picked up by the two recovery trailers being driven by John Harden and Phil Howarth. For most of the sessions though the cars are giving a good account of themselves with 30+ mph laps not uncommon for the more aerodynamic cars. Other mechanical troubles show themselves too with bodywork failures, lose connections or punctures causing a swift recovery back to the paddock and the awaiting mechanics.

At Bechers you are in prime spot to see some good and close, occasionally a bit too close, racing (yes we do report failures of driving standards), and I doubt even back in the 1950s you had cars entering the railway straight 4 abreast!

This year we had 34 cars in the F24 races and 9 cars competing in the F24+. The number of drivers was much higher as although the F24+ race has one driver in each car for the entire race, in the F24 class drivers must swap over after 30 minutes so you have 3 drivers for each car. Some teams even had different drivers for the afternoon race.

Sandbach High School were the winners of both F24 races again this year In Race 1 their car #2 "Mr Basil Slicker" averaging 27.9mph measured over 27 laps (with a fastest lap recorded at 33.1mph) indeed the top 8 cars all averaged lap speeds in excess of 20mph. In the afternoon Race 2 they managed to get in an additional lap, although their average speed over 28 laps was identical to their morning performance of 27.9mph. Consistency from the Cheshire team.

In the F24+ class, Team Bird GP in their Car #506 "Firebird" were victorious with an average lap speed of 35mph measured over 23 laps (fastest lap 35.8mph). Indeed 6 of the 9 competitors were lapping in excess of 30 mph over the whole hour.

The enthusiasm of the participating children is fantastic to see, and I'm sure some will have been bitten by the racing bug, as well the engineering and design aspect of the sport, and you never know perhaps a future Formula E champion was in our midst.



Gemini Communications



RALLYING

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@hotmail.com



Wales Rally GB (3-6 October)

has attracted a star-studded line-up after organiser, Motorsport UK, confirmed it has received a world class entry from right around the globe for the UK's eagerly awaited annual date on the FIA World Rally Championship (WRC) calendar.

An outstanding field of 59 International crews representing no fewer 25 nations revving up to compete against-the-clock on an exciting new-look route starting in Liverpool and featuring 22 gruelling special stages the majority of which are set in the legendary Welsh forests.

The 2019 entry list is topped by four former winners: reigning world champion Sebastien Ogier (FRA), Jari-Matti Latvala (FIN), Elfyn Evans (GBR) and Petter Solberg (NOR).

Ogier took a record fifth Wales Rally GB win 12 months ago, Latvala won in 2011 and 2012, local hero Evans made his own history when winning in 2017 while the ebullient Solberg, a four-time winner between 2002 and 2005, is making an emotional farewell on event he adores.

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

A55 Speed Cameras at Deeside

Some of you may already be aware of this, but the stretch of dual carriageway from Deeside industrial Park to the top of hill outside Queensferry up to the A55 and which is 50mph for emissions reductions, now has average speed cameras installed. They are not all that obvious and the warning signage is pitiful.

Might just save someone getting caught out.

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

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Register on RST at Rallystageteam.co.uk

JIMMY McRAE TO CONTEST WRGB NATIONAL RALLY IN PORSCHE 911

- Scottish legend makes welcome return to World Championship event
- Five time British Champion to join Sir Chris Hoy at Oulton Park for special Colin McRae tribute
- McRae's iconic 1986 Group B Rothmans 6R4 joins Autocar 75th Rally GB display
- Final few places still available for crews to join McRae on WRGB National Rally

More great McRae news for Wales Rally GB: just days after announcing that Olympic track cycling superstar Sir Chris Hoy, MBE will be revving up in one of the late Colin McRae's title-winning Subaru Imprezas at Oulton Park's opener to this year's World Rally Championship event, comes news that Jimmy McRae will be contesting the two-day WRGB National Rally (October 4-5) in an historic Porsche 911.

As well as being Colin's dad, Jimmy is a five time British Rally Champion and one of rallying's true legends. Now aged 75, the Scot has lost none of his passion for the sport and is as keen as ever to compete in Britain's blue-ribbon event.

I still love it and as long as I get the thrill and remain reasonably competitive I'll carry on, he vowed. Rally GB is the ultimate rally in Britain and one of the top events in the world it always stirs up so many fond memories. Sadly, I never won it but did finish on the podium twice back in the eighties.

Although I'm only competing on the two-day WRGB National Rally which runs alongside the main world championship rally it is still very much part of the main event. Being based alongside the WRC teams in the Service Park and using exactly the same stages, it shares the same atmosphere and big crowds.

For those wanting to compete against Jimmy on the WRGB National Rally, just a few remaining starting positions remain available before the fast-approaching closing date for entries on Tuesday 10 September. Entries for the International Rally have now closed.

Competitors, though, will have to be at their best as Jimmy has enjoyed considerable success in Porsche 911s in the past. Now, with those achievements behind him, he is delighted to have been offered the opportunity to compete in the Post Historic class alongside regular co-driver Pauline Gullick in Brian Bell's 3-litre RS model from the 1970s

"I've never actually rallied this car before though I've competed against it," said McRae. Lots of people say the 911 is difficult to drive but they have lots of power and if you get the suspension set-up right you can really have a whole lot of fun.

To achieve the perfect chassis balance, McRae has engaged the services of renowned Porsche preparation expert Richard Lepley at Prepfab Motorsport. Lepley and McRae have teamed up successfully before when campaigning an Eddie Stobart entered 911. "Richard just knows how to get an historic Porsche right," enthused Jimmy.

Adding to the McRae fervour on next month's Wales Rally GB, he will be joining Sir Chris Hoy at Oulton Park for the Olympian's own personal tribute to Jimmy's son Colin, Hoy's boyhood sporting hero.

"I was so thrilled to hear that Chris would be driving one of Colin's cars and texted him saying how excited I am immediately I heard the news," he said. "It will be very special to be there to share in Chris' own celebration of what Colin achieved."

Jimmy's iconic Group B Rothmans-liveried MG Metro 6R4 from 1986 will also be on show at Oulton Park as part of an eye-catching collection of past rally cars assembled to mark the 75th running of Rally GB. Backed by Autocar magazine, the showcase will include a number of stand-out machines dating back the inaugural RAC Rally of 1932.



Radio Mutterings September 2019

Ian Davies : Gemini 23

Manchester 100 & 50 mile bike ride

Sunday 1st September

It's an early start to travel the short distance across the Mersey and into Cheshire to get to my 'regular' junction, the rest halt at the Moorings Restaurant at the Anderton Boat Lift. The charity bike ride is an annual event in the Gemini team calendar and makes use of our high band 'management' frequencies to provide a safety radio network across the route. Alongside an event control function, the team also co-ordinates the pickup vans (piloted by amongst others our very own Chris and Heidi) for the lost, destitute or downright broken (and I just don't mean the bikes !) and the event ambulance / medical cover.

By 07:45 I'm joined by one of the event ambulances and ever present bike mechanic who set up shop next to me. Tony the 'road opening' car gets to me about 07:55 and only five minutes later the first of the more serious riders flashes past in an instant. I'm soon in the thick of the action as large groups of riders pass by, many with a wave and an appreciated "thank you marshal". A few early on stop at the rest halt, after 20 miles in the saddle I know I'd want one, although most of the early riders press on.

It's not long before the mechanics are busy with a stream of punctures, missing gears and brake problems, another similarity to our more regular four wheel events. A more unwelcome similarity comes about half nine as the heavens open and it tips it down, riders frantically try to done waterproofs, the sensible ones stopping, whilst the more serious lycra brigade just keep on peddling. The heavy rain doesn't seem to dampen spirits too much and the banter with the riders continues, with many sporting tops or signs proclaiming the particular charities they are riding in aid of. Things get a little more serious about half ten as a call from Stuart in Control has me mobilise the ambulance to a bike v car accident up the road at Junction 19, a solo bike paramedic is also quickly dispatched. By now we are in to what I would describe as the worthy amateurs, as people of all shapes, sizes, abilities and bikes cycle by. By 11:20 it's all over for me as Chris in the last pick up van gets to my location to give a little encouragement to those at the back of the field. As the others carry on I call it a day and head back across the Mersey, a trip I'll make again in a few days for the Promenade Stages Rally at New Brighton.



Friday afternoon and work is dragging on, but as the last meeting of the day finishes I have just enough time for a quick change and head through the tunnel under the Mersey to New Brighton for the 39th running of this 'closed road' rally. Signing on is as usual in the sailing club and the marshals goody bag and meal voucher are much appreciated. After catching up with some old friends you only seem to see on this annual outing, there was just enough time for a quick walk through the service park and rally village.

After exploring the service area, it's time for me to head out towards the clown roundabout area and pull off at the merge between roundabouts 4 and 5 and await the road closure. Oddly there is a lot of faint chatter at the 'back of the box' on the radio, it sounds to me like some maybe unlicensed handheld sets, but they seem to die down once Philip in Kay Control takes control of the airwaves. With the set up crews now able to make the final road changes it's not long before we are ready for the inevitable safety convoy, including safety delegate to make their sweep through the stages.

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Radio Mutterings **Promenade Stages Rally** **Continued from page 46**

With the all clear given the pair of night stages start on the nose at 19:30, in reverse starting order for the two night tests. Car 87 is first off the line at thirty second starts and the action as ever at this event is fast and furious, not least as tonight's finish times will determine the start line order in the morning. It's not long before Hilltop 1 and Swift 39 call in Car 85 stopped at the clown roundabout with an apparent fuel pump failure. Worryingly the marshals can find no warning triangle in the car, lost after scrutineering perhaps !?. Next to hit some trouble is Car 40 who stops in the same area, but after an age gets going again. Finally Car 60 has no drive and surprise, surprise joins the car park at the clown roundabout. In the end a very respectable 80 starters go on to leave 78 on the stop line.

As the sun sets over the huge Liverpool Bay windfarms Stage Two goes live at 20:23 again with Car 87, who manages to complete the stage in exactly the same time as their first run. At the merge as the light fades away it pretty much becomes impossible to read the car numbers, even with the generator lights on roundabout 5, so I sit back and monitor the action at the merge and the radio traffic. As the clouds darken we have one or two rain showers and Car 72 flies by with no lights on at all, every time they switch the lights on they immediately flicker off, but it doesn't seem to bother them that much !!. In the end however the strain tells and they eventually pull off at roundabout 6, probably sensible as they get to fight another day in the morning. So the Friday night action ends at a little after nine pm with 76 runners through the stop line. Apparently we lost Car 53 between the arrival and start controls. Time for me to head back across the Mersey for a bit of shuteye, as it's an early start in the morning to get in position before the 7am road closures.

Saturday dawns grey, overcast and somewhat cool as I head back to New Brighton and by now my familiar duties observing the merge. For the first six stages of the day I'm located opposite the lifeguard station, overlooking the very tight hairpin just after the start. With the roads closed and locked down the safety convoy enters the stage at 07:40 and we are soon getting ready for the start of Stage Three, just as the early crowds begin to gather. At the scheduled start time of 08:00 Car 1, the fastest out of the two night stages fires off the start line and what proves to be a hectic day begins.

It's not long before Alan 'the chicane' Summit 5 reports that the chicane bales are taking a battering, whilst the pure exuberance of Car 41 the mighty Starion power sliding round the hairpin is spectacular. In the end most of the cars behave themselves and I only have one JoF report to write from the split for a single lap stage.

I'm not sure why but there is quite a delay before the second run of nearly 14 minutes but the action resumes at 08:55 and after the first dry run of the morning the crews are definitely all fired up.

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Radio Mutterings **Promenade Stages Rally** **Continued from page 47**

The marshals at the hairpin are kept reasonably busy chasing cones down the carriageway and pushing the barriers back into position. The only real drama on this second pass is before the start where Car 35 hits mechanical problems but eventually gets going, somewhat later than planned and the 77 starters all finish. There is then the perhaps unique rally sight as we hold the stage and facilitate the RNLI life-guard setting up for the day and driving in convoy along the seawall and out of the venue at the clown roundabout.

With the weather clearing and the sun out, the action with Stage Five starts at just after ten o'clock and the next few stages are certainly busy. With a drying road surface the speed of the cars into the hairpin and then merging with those off the start line is breathtaking. Thankfully all of the drivers take note of the earlier drivers briefing and there is no touring car swapping of mirrors or worse !. Unfortunately Car 72 has some sort of problem and the engine sounds like a bag of nails but they finish OK. Not so lucky are Car 82 who go off at the flying finish and end up stranded in a dangerous position. With all of the competitors into the stage the marshals warn oncoming cars and we then hold the action at the end of the stage to allow one of the flatbed recovery vehicles to complete a quick recovery.

After maybe the loss of seven or eight minutes the action with Stage 6 resumes at just before eleven. Yet another car hits problems between arrival and the start line, this time Car 6 is stationary for an age before eventually rejoining the start line queue. The rough sounding Car 72 from the previous stage manages to start but then grinds to a halt around Roundabout 3 and is called in by a busy Swift 39, who is getting plenty of exercise with the handheld. With the 72 cars still running after six stages the attrition rate is a fraction of previous years but it seems this was the gods playing with us and the next few stages prove otherwise.

After the stage changes are made and the safety convoy is clear, Stage 7 starts just after noon and the radio is soon busy with various offs and near misses. Car 20 flies by with no boot lid, maybe the service crew forgot to lock the straps and then Car 48 but with who else but Swift 39 blows the engine and stops, Alan reports a "rod through the block". Car 60 then drops a drive shaft out at Roundabout 3 and joins the recovery lists.

As Stage 8 starts I'm joined over the seawall by a flock or is it flight of ten or more hovercraft from the Hovercraft Club of GB, not an everyday rally sight or sound. The members park on the beach and climb the steps to join the RNLI life-guard watching the action. I wonder if they had to pay to park and did they get a programme ?. Anyway back to the rally, Car 32 hits trouble at the flying finish and then Car 43 loses boost and limps in on hazards. More seriously there are several safety shouts from out on the course as a vulnerable spectator gets over or through the fence and walks towards the stage.

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Radio Mutterings

Promenade Stages Rally

Continued from page 48

Marshals and radio crews do their best but the individual is aggressive towards them, probably frightened by the experience and orange clad strangers trying to shepherd them off the course. After some tense minutes the individual is finally walking towards New Brighton and off the stage, a stage stoppage is thankfully avoided and the individual importantly is away from the stage. Car 68 is then reported off at Roundabout 3 and Car 74 hits the kerb hard and loses a rear wheel, keeping Phil in Control somewhat busy and adding to the recovery lists.

With the big stage turnaround and reverse direction underway, I relocate to the new merge out towards my location of the previous evening and park up well off the stage on the grass. Stage 9 is soon underway at 14:10 and I really have to keep my eyes wide open as the cars fly either side of the roundabout to then merge together. Car 2 immediately hits trouble with offside wheel damage at Roundabout 3, although once pushed clear of the stage the crew set about changing the damaged wheel. Car 9 is next to hit trouble with a smoking, query damaged engine at Roundabout 2 and then Car 20 stops with apparently no gears. An "urgent" safety call then turns out to be a possible fire involving Car 27, although nobody is injured and the stage is clear (a reminder to all Radios please think about the language you use as your use of words like "safety" or "urgent", have particular meanings and should be used correctly at all times).

Next to require assistance is Car 30 who blows the engine and a lot of oil all over the stage at the flying finish. The drama then continues in front of me as Car 87 hits the kerb hard at the roundabout breaking the front nearside wheel and limping to a halt just off the roundabout. Cue a proper safety shout from me and a request that the car must be moved before the start of the next stage. The final drama of the run is then Car 2 who having restarted stops with no brakes at Roundabout 2/3 with the whole front end locked up and going nowhere. Phil is forced to liaise with Clerk Andy and we arrange for cars 2 and 87 to be quickly recovered / moved to a place of safety before the next run.

With the two recoveries completed in ultra quick time, Stage Ten is soon underway at just after three o'clock. Car 5 who is fighting for the lead soon hits trouble with a puncture, although to look at you wouldn't think it slowed them down much !! Car 51 is reported as leaking fuel and you can certainly see some liquid down the rear quarter panel, but the stop line report no fuel leaks ?. Thankfully after the full on previous stage, this run is comparatively quite and 60 runners are in and safely out of the stage.

For the final pair of stages I relocate back up the stage to the new merge and park off stage opposite the commentary box. My new location means a choice of closing the windows to block out the commentary and 'cook' in the warm sun, or leave the windows open and strain to hear the radio.



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I opt for the latter option and crank the radio up to full volume just as the action restarts just after four. The merge works wonderfully and the crews give each other the respect and distance they need, so much so that the commentator remarks on the "gentlemanly" driving, unlike their racing touring car or F1 cousins !. In the end Stage 11 only sees the loss of Car 86 who is reported off with an unspecified mechanical problem at Roundabout 4. The final stage of the day starts at 16:44 and passes off with no real incidents, with most of the top ten and class positions already decided upon, meaning that all 59 starters get safely to the finish.

For me there is just time to say a few goodbyes and head home after a most enjoyable event. I look forward to the fortieth anniversary running next year and wish a heartfelt 'well done' to the whole Wallasey Motor Club team for a first class event. After a week's break the next event for me will be the Heroes Rally at Weeton where I will be running Gemini Control.

Pendle & DMC + Garstang & Preston MC

Heroes Stages Rally & Weeton Junior Stages Rally

22nd September 2019

It's an early and very wet start as I head the short hour north towards Weeton and this popular pair of events organised by Pendle District MC and Garstang & Preston MC. This year for me it's something different as Les Gemini 3 steps into the safety car role, I step up to run Gemini Control for the event. The journey north is biblically wet, which doesn't improve as I meet Les and he hands over the paperwork for me to sign on and organise the radio crews. As the rain pours down and the signing on sheets quickly turn to mush, I manage to get everyone organised and into the stage. Many thanks to the two organising clubs and their supporters for the much appreciated meal voucher and goody bag.

By half eight it's time for my radio check through the stage and all is well, with Extractor Rescue and Merlin Recovery and accompanying snatch recovery Merlin 3 all in position. Alongside the 81 frequency I also have the organiser's management frequency to look after, along with the usual 'control' mountain of paperwork. After Les has completed the final safety check through the stage we kick off with two runs of the Juniors to be followed by the main field. At 09:01 the first junior cars head into the driving rain, some of the worst rallying conditions I've ever seen.

Almost from the very get go the cars begin to find the outer limits of grip, talent and tarmac, somewhere underneath the flowing waters across much of the stage. Car 107 is off with Silk 23 at Junction 3/4 but somehow manages to rejoin the fray. Next I hear a shout that Car 115 is off on the grass, but also manages to rejoin and then the safety shout that Car 118 has slid off sideways into the kerbs and lost both nearside wheels under the car !. Car 119 then brakes down at Junction 14+ with oak 8 and 110 stops in the lay by on the back straight. In the end of the twenty junior starters we lose three in the first stage. Unfortunately I must call the Clerk and delay the start of SS2 as we have to send in Merlin Recovery to drag Car 118 off the stage and clear before the second run of the juniors can start.

Stage Two juniors starts at just after half nine and with the treacherous conditions showing no signs of abating the airwaves are soon busy once again, although a gentle reminder to some of my colleagues, please don't call in every flattened cone or barrier !!.



Radio Mutterings

Heroes Stages Rally

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Of the depleted 17 starters after several off-road and further excursions a valiant 16 make it to the stop line and service, with only Car 109 stopped in the popular back straight lay by (a hint of further work to come for the Merlin family).

A little before ten the main field are ready for the challenge or at least on the start line. Car 1 fires off or perhaps more accurately 'slips its anchor' and enters in a plume of spray. Two minutes later and the safety calls start to come in, Car 5 is off with a blown head gasket at Junction 25 and then Car 24 flies off onto the glass like grass at Junction 12 but eventually manages to rejoin. Next Car 21 is off with Buccaneer 10 at Junction 14 and requires a straight tow. More alarmingly Car 30 flies straight on at a ninety right and into the trees at Junction 18/19 and manages to beach the car high and somewhat wet. Of the 35 starters, Gemini 38 is left with only 31 correctly through the stop line. In light of the location of Car 30 I'm forced again to call the CoC and delay the next stage whilst Merlin performs another recovery to get the car clear and away from the firing line before the next run.

Stage 2 is live at 10:37 and hardly have I had a sip of a much needed drink before the calls start coming in. Car 16 hits trouble out at Junction 24 and require a suspended tow and then Car 32 just about makes it off the start line before stopping. At this rate I wonder how many cars will be left running and are we heading for some sort of record number of recoveries in one single venue event ?. As the stage finishes and the set up crews head in, I organise the recoveries and Merlin manage to find an extra car to recover as Car 9 is found in a ditch !.

As Stage 3 for the juniors starts at 11:26 the rain at least begins to ease a little, although there is plenty of standing water throughout the stage. By some miracle (maybe they all frightened themselves to death on the first pair of stages) all 17 starters manage more or less to travel through the stage and exit the stop line. Unfortunately the luck doesn't hold for the second run and I have various calls of cars leaving the stage for a little offroading, before rejoining the stage and then Car 119 expires at Junction 22 with a gearbox or seized engine.

Once all the juniors are clear once again I have permission to start the main field into Stage 3 at just after twelve noon. Like the juniors before them this first run is relatively incident free and all 30 starters get to the stop line, with the odd bit of missing bodywork and / or stage furniture attached. The second run is however a different tale, with various close shaves with either the Weeton scenery or other cars at the split or merge. Car 23 is first to hit real trouble stopping at Junction 22 and then Car 33 stops with fairly substantial suspension damage in the same locality. Our third victim on the stage is then Car 36 who stops at Junction 12, although a self recovery is planned. As the 26 finishers make it to Gemini 38, I set about organising recoveries once again, keeping John and co from a warming brew !.

After a longer than planned turnaround, not helped by the atrocious conditions I finally get permission to get the Juniors off into Stage 5 at just after half past one and the action resumes. After recoveries and service we have a total of 16 juniors into this stage and all manage somehow to safely complete the stage without too much drama. Stage 6 follows the by now familiar pattern, a quiet'ish stage, followed by a very hectic one. This time more cars seem to find their way back onto the stage and we only have a firm couple of safety shouts for a very rough sounding Car 120 who eventually self recover and a slow Car 115 who finish on 'hazards'.

The main field start their attempt at Stage 5 at 14:11 and continue their battles with each other, the weather and the Weeton kerbs. Car 14 this times hits trouble on their first run and eventually short cuts through the barrels and out of the stage and into service, so we are down to 25 runners. For Stage 6 the drama can be summed up by various shouts for cars off 'round the corner' only for the soaked marshals to find the cars have got going again once they get to the location. In the end a depleted 24 starters all make it to the stop line.



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Radio Mutterings
Heroes Stages Rally
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After the next turnaround and the passage of Les through the stage we get Stage 7 Juniors finally underway at approaching half three. Maybe it was the break for turning the stage around but trouble is quick in coming. Car 101 stops right in the middle of the stage around Junction 5/8, although cars manage to just about get past. Next Car 108 is reported straight off at Junction 2 and finally Car 116 is reported off close to Car 101, similarly in a dangerous position, cue another call to the Clerk and business for the Merlins before we can start the next stage. A quick snatch of Car 101 ends up with yet another suspended front end lift due to wheel and /or suspension damage, yet more lost time !.

Once the two recoveries are completed we finally get the second run of the Juniors Stage 8 underway at nearly four o'clock. This time the of the 13 starters remaining we only see or rather I hear the demise of Car 115 off at Junction 5. Sadly this is yet another car in a dangerous position, so Merlin 3 is sent in to snatch the car clear before we can think about starting the main field.

Stage 7 for the main field or at least the 23 runners still left more or less in one piece starts at 16:13 and with the rain finally easing off the stage passes off without too much high drama or at least no recoveries !. But no I spoke to soon and Car 21 flies off the stage at Junction 16 and rests in guess what, a dangerous position, time for yet another snatch recovery. For their second run the crews really put the pedal to the metal and fly through the merge, providing one or two heart stopping moments from the start line and Control viewpoint, however all 23 restored starters finish the stage.

In light of the near record number of recoveries during the day and the time expended in making sure all were in a safe location the organisers sensibly decide to only run a final ninth stage and then call it a day. So for the Juniors their final run starts at just before half past five. Amazingly due to the efforts of Team Merlin and service crews an enhanced 15 starters enter and complete their final stage of the day. The main field follows this excellent example and all 23 remaining crews get safely to the stop line, without the need for any more recoveries by just after six and not once did we need the services of Extractor Rescue.

All in all a very challenging day, with some truly terrible wet conditions and so many recoveries that in the end I lost count of the times I had to dispatch Merlin, between or after each pair of stages, who said Control was dull !!. Next month it's the small matter of the WRC Wales Rally GB and I'm off to Llandudno to take up a role in Rally Control, but more of that next month.

Ian Davies
Gemini 23 / motorsport UK Radio Controller



Revised Marshals Grading Scheme

Motorsport UK has re-presented its Marshals' Grading Scheme to simplify the system and help you keep track of your progress more easily.

Our new interactive document combines the grading schemes for all disciplines in one place and allows you to view the upgrade and grade maintenance requirements for each marshal grade.

Rest assured, there are no changes to any grades at present. Click here to view the new interactive [Marshals' Grading Scheme](#).

We have also created a Frequently Asked Questions document to provide guidance on common marshalling queries, such as marshalling abroad, upgrade queries and more.

[Click here to view the Marshalling Abroad FAQs](#)

[Click here to view the Marshal Upgrade FAQs](#)

All documents can be found on the Motorsport UK website in the

[Marshals' Resource Centre](#).

I was going to wear my camouflage shirt today, but I couldn't find it.

Rallying Down Under

Since my wife and I moved out to Australia in 2017 after a few false starts caused by illness, family commitments and house building we recently finally managed to get out to see a rally over here. From previous visits we obviously knew that Australia is very very a big country, actually 32 times the size of the UK, but having lived in Shropshire for most of our lives heading off to rally events, particularly in Wales, was normally a couple of hours journey. Even going to events in the lower parts of Scotland could be easily achieved in a day.

We live on the southern coast-line in the State of Victoria, which is nearly as big as the UK on its own, so to get anywhere is a long journey, but unfortunately where many events seem to be held in the Gippsland area means a four, five, six or more hours of journey time. This also includes getting through or around Melbourne which is much akin to getting around Birmingham or London. There seems to be a good number of events taking place in the state comprising of both modern and historic cars but the one thing that struck me from the start was the low number of entries. 40 or 50 cars are not unusual and one event in the last couple of weeks was hailed as very popular with 71 cars! With 2 minute gaps between the cars on safety grounds it would usually only be possible to see the cars twice in the day so making for very long journeys for not much rallying.

Fortunately, one that does come nearest to us and so we naturally headed to was the Pedders Eureka Rush Rally based in Ballarat [the home of the 1851 gold rush] and Beaufort and a very convenient 2 hours away to the stages. The event was a round of the Asia Pacific Rally Championship [APRC], the Australian Rally Championship, [ARC] so the equivalent to the British Rally Championship and the Victorian Rally Championship [VRC]. The total entry for the event was 48 cars, 4 APRC, 13 ARC and 36 VRC. [Some competitors overlapped championships]. The maximum entry number was 80 cars.

As much as I was interested in seeing cars in action I also wanted to find out how the events were run compared to the UK and particularly how they could run with such small entry numbers.

The answer was quite simple and frustrating when we are used to paying the prices we do in the UK – they don't pay for the roads as they are all public forestry or public roads. That's not strictly true as there is apparently a 'contribution' towards repair damage cost included in the entry fee [which no-one would tell me how much it was] but in the overall scale of fees it can't be a lot. I should also add a caveat here that of course this is just one rally in one state, across in Adelaide, Perth or Queensland entry fees and road costs may be quite different. Events of course may also have other infrastructure costs elsewhere. Private forests are generally never used as the risks of fire could put the owners or investors out of business.

The entry fee for the APRC and ARC was \$1200 or around £670. The event mileage was 120km or just short of 75 miles so working out at around £8.90 per mile. For the VRC, who got the same mileage, the entry fee was \$750 or £412 and £5.50 per mile.



Rallying Down Under Continued from page 53

As a comparison the Galloway Hills BRC event also had a mileage of 75 miles but with an entry fee of £1225 working out at £16.33 per mile. The Scottish Championship round of 45 miles was £595 so £13.22 per mile. Ouch!!

On the subject of organising events one thing that may send a shudder down the backs of some UK C of C's backs is that because they are public roads and can be in regular daily use, a lot of work has to take place getting approvals, setting up diversions arrangements, parking areas and PR work etc. Apparently all completed paperwork has to be with the government offices 33 weeks before the event or it won't be approved!

In general terms the regs for the events mirror UK regs over timing and penalties etc. As mentioned the stages run at 2 and sometimes 3 minute intervals to allow for dust to clear. It is compulsory that all competitors use the Rally Safe tracking system, which is one of the systems the MUK considered when they looked at this. The cost to the competitor on this event was equivalent to £96 but the system can also provide timing of the cars and for a fee of around £1.50 the car tracking can also viewed by the teams, spectators, or anyone through the Rally Safe app. I found this very useful to know where cars were relative to the stages and spec points and if the stage had been stopped for any reason.

Event signage for cars was an eye opener – 15 locations, [event, sponsors, numbers] where decals had to be fitted on every car! That would keep one scrutineer busy for the day.

Talking of scrutineering I had seen that on some event programmes scrutineering taking place a week before the event and wondered how that was possible for competitors having to travel possible long distances to the event location a week in advance. However they have what they term Regional Scrutineering where the week before cars are checked by local scrutineers nearer to where the competitor or the car may be. A pass ticket is issued and the event scrutineers carry out random checks on the event to see the cars are still legal. Clever way of getting around the problem of distance in this country and must take some planning to get scrutineers arranged in different locations. Wonder if it could work in the UK?

Another interesting fact was that dedicated rally cars have their own specific State vehicle registration scheme and don't have to use normal registration plates, or some have a plate which also contains the word Rally as an indicator. I suspect like other specific road car groups such as historics cars there is a limited number of days in a year when they can be driven otherwise they would fall into the normal road car scheme.

There was a good mix of cars on the event generally matching what you see in the rest of the world. Current Toyota's, Skoda's and Subaru's but then a mixture of older Scoobys, Mitsubishi Evo's and including a group of Hyundai Excel's which have their own single make series. There was a wonderful sounding and driven to match, Nissan Silvia and still thriving Ford Escorts and a TR7 V8 in top condition. There was I am assuming, an original Prodrive Subaru Legacy [K282 TFD] in perfect condition and previously driven by Colin McRae on the 1992 Lombard RAC Rally and the 1993 Tour De Corse. Strangely though it never appeared in the entry list or results.



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As to the event itself, it was split into two heats with two runs of a super special on Saturday night on a local Enterprise Zone roads where the heavens opened half way through. Not so good for some of the spectators who optimistically turned in flip flops, shorts and t-shirts. On Sunday morning there were four further stages before service which was based in the streets of Beaufort. The second heat ran in the afternoon with a repeat of the four stages.

Haydon Paddon led the field away in his Hyundai i20 R5 competing in the APRC series but on the second stage of the morning went off damaging his suspension. Molly Taylor of WRC TV fame also went off heavily in her Subaru WRX in the same stage. They were both recovered from the stage and back to service. Paddon's car was quickly repaired but as you will see from the photo Taylor's car was pretty severely damaged. Nevertheless the service crew carried out some amazing repair work in the hour service time allowed and got the car back out to complete the second Heat although the team told me later than the front wheels still weren't pointing in the right direction and the engine was held in with some straps, nevertheless she still managed to get through the second Heat to claim some APRC and ARC Championship points.

Haydon Paddon was fastest on all the stages he was able to do but Harry Bates, who has been dominant all year on the ARC in his Toyota Yaris, was the overall winner of both Heats. He has since gone on to clinch the ARC championship on the following round in Adelaide. Second podium position went to Simon Evans in his Subaru WRX and third place went to Lewis Bates, brother to Harry, also in a Toyota Yaris.

Overall it was a very useful and interesting introduction into rallying down under but I think a motor home, swag bag or an aeroplane might be required to get to events further afield. Rally Australia is on the cards and that's only a 2/3 day 900 mile drive - each way!! Or as Google shows it - just 16hrs.

Steve Gregg

BARCELONA BLUES FOR BIRD



After a run of two rounds scoring points, it was back down to earth for Arden Motorsport driver Frank Bird who came away from round nine of the 2019 Formula Renault Eurocup Championship at Circuit de Barcelona-Catalunya empty handed.

The 20-year-old Cumbrian originally from Penrith was confident after good performances at recent rounds in Hungary and Germany as he looked to add to his points tally in the PBM, Hager, Fuchs Silkolene and Frank Bird Poultry-backed car.

Another promising performance in the Collective Tests saw him seventh fastest but he slipped to 13th in qualifying for the opening race. However, any hopes of a good result were scuppered when Frank suffered a technical problem on the start line which left him last off the grid and having to play catch up.

To his credit, Bird battled back and managed to get up with the mid-field runners but at the chequered flag, couldn't make any further progress than 15th place, just a few seconds off adding to his points score. Race two today in the baking heat didn't go as planned either and Frank was left languishing down the order, eventually crossing the line in a disappointing 16th place.

Frank Bird: *"After a couple of decent rounds where we were competitive, this has not been a good weekend at all. Going into the meeting I thought we would have good pace and we did on Friday in the Collective Tests but when we got to the races on Saturday and today, something changed, and we were nowhere. I'm really disappointed and we need to find out the reasons, but I remain focussed on Hockenheim next weekend. Thanks, as ever to my dad and all our sponsors for their help."*



2020 British Rally Championship calendar announced

- Six rounds in six countries for exciting motorsport series
- New round in Clacton-on-Sea, South East England
- Junior BRC Champion to walk away with £60,000 JWRC prize
- New BRC Academy Trophy for aspiring stars

As the action-packed 2019 series heads to an exciting final round showdown, the Motorsport UK British Rally Championship (BRC) has today (4 September) confirmed its exciting 2020 calendar.

In 2020, Britain's premier rallying series will feature six rounds in six territories, with events across the UK in Wales, England, Northern Ireland and Scotland. The series will once again visit Belgium for the classic Ypres Rally as well as the popular staple in Irish Rallying, the West Cork Rally – successfully introduced into the series last year.

The new-look calendar will once again offer crews a challenging, action-packed campaign, with asphalt and gravel rallies offering six unique challenges – varying in length, mileage surface and format.

Where is the British Rally Championship going in 2020?

The Cambrian Rally will provide the 2020 curtain call once again with iconic stages as featured on Wales Rally, the scene for the first battle of the year. With unprecedented support from Conwy County Council, this British rallying favourite gets the championship underway in February next year with the BRC teams returning to the heart of Llandudno once again.

The Welsh season opener will be backed up by fast and furious action on the picturesque Cork roads. The Clonakilty Park West Cork Rally will feature iconic Irish stages for the best in the British Championship to go head-to-head with the Irish Tarmac Championship for an early season clash over 150 miles in Clonakilty, Republic of Ireland.

A return to England will be in store for the drivers and co-drivers in April. New for 2020 will be the Corbeau Seats Rally Tendring & Clacton. First run in 2018, the event has grown from strength to strength and will offer the BRC its first trip to Essex in its 62-year history and will give competitors and fans a completely new event with the closed road stages in the South East of England offering a step into the unknown – making competition an exciting spectacle.

After a short break, action resumes on the famous Renties Ypres Rally in June as the BRC goes toe-to-toe with some of the best drivers in the World at another rallying heartland. Coupled with the Belgian passion for rallying, it's sure to provide an exciting second overseas excursion for the intrepid BRC crews.

The bumpy, challenging Irish roads make a return, with the classic Ulster Rally playing host to the final Tarmac event of the year and the second encounter with the Irish series. Phenomenal stages coupled with the unpredictable weather conditions – this event could play a decisive part in the fight for one of rallying's most coveted crowns next season.

The Galloway Hills Rally in Scotland will once again play host to the championship decider. The rally utilises one of the largest forest estates in the UK and the forest tracks are a real favourite for the BRC stars. With the championship going down to the wire in recent times, expect more nail-biting drama on the final day of the season next September.

Junior BRC offering £60,000 JWRC prize for 2020 champion

The British Rally Championship in collaboration with WRC Powerhouse M-Sport and global tyre manufacturer Pirelli, will for a second year provide a career changing €60,000 to put towards a drive in the Junior World Rally Championship.

In 2019 the prize will be awarded to the top Ford Fiesta driver in the series and as it stands heading to the final round, three drivers have a mathematical chance of taking home the cheque.

For 2020, the same prize is on offer but next year the Junior BRC switches to a one-make Ford Fiesta R2T championship – providing a perfect step for drivers aspiring to join the Junior WRC as the world series uses identical one-litre turbo-charged machines. The Junior BRC has always provided unpredictable competition, with eight different crews spraying the champagne in 2019 and coupled with identical cars, 2020 is all set to bring the closely-fought competition to another level.

New BRC Academy the perfect stepping stone into the BRC

The British Rally Championship will launch a new BRC Academy Trophy for 2020, offering drivers under the age of 25 the chance to contest the same six-round series as the stars in the top-flight and Junior BRC

With the JBRC the perfect stepping stone into the FIA Junior World Rally Championship, the BRC Academy will sit below and offer the first step on the BRC ladder – providing the home for older generation front-wheel-drive R2 cars from Citroen, Ford, Opel, Peugeot and Skoda. Intense competition throughout the season is expected from the stars of tomorrow, with the eventual winner being crowned a British Champion – and with it, free entries into every BRC round in 2021.

Furthermore, those competing in this class will also have another incentive as the highest placed driver at the end of the season will win a fully subsidised drive on the Wales Rally GB National Rally in a state-of-the-art Ford Fiesta R2T courtesy of EDSL Sport.

2020 British Rally Championship Calendar*

8 February – Visit Conwy Cambrian Rally, Llandudno, Wales

14/15 March – Clonakilty Park West Cork Rally, Clonakilty, Republic of Ireland

25/26 April – Corbeau Seats Rally Tendring & Clacton, Clacton-on-Sea, England

25-27 June – Renties Ypres Rally, Ypres, Belgium

21/22 August – Today's Ulster Rally, Newry, Northern Ireland

19 September – Armstrong Galloway Hills Rally, Castle Douglas, Scotland



THE BO'NESS REVIVAL

CLASSIC SHOW & HILL CLIMB

31ST AUGUST / 1ST SEPTEMBER 2019

By far the biggest motor sporting event in Scotland these days is the Boness Revival, it consists of a speed hill climb, classic car show and a classic tour, it was held on 31st Aug/1st Sept a few miles west of Edinburgh and was a triumph over adversity for organisers, competitors and even the spectators. Despite everything thrown at the organisers all the obstacles were overcome and the event was a resounding success.

Like so many outdoor events in this country the weather is generally the key to success, well we certainly had the weather, not what anyone asked for because even ducks would probably have declined to race in the conditions on Saturday morning, however this was Scotland where the people have to contend with adverse conditions throughout the year, they are a very determined race so they overcame the adverse conditions and just like show business the show went on. Not only did it go on but it was an event of the very highest standard a credit to everyone involved.

Setting up in the days prior to the event had been a nightmare due to torrential rain, it continued to plague Saturdays hill climb but those

taking part in the touring run to the Jim Clark museum opening at Duns ran out of the bad weather they had some glorious sunshine, it was a day greatly enjoyed by all who visited Duns and showcased the lowlands of Scotland to a great many people for the first time.

The Boness Revival Classic car show had an entry of 509 cars representing 41 clubs, included in this were 42 individual entries plus an additional 30 plus motorcycles and scooters, 113 vehicles entered for the Saturday Jim Clark road tour plus a further 13 cars competing on the Boness Saltire trophy rally, this was an historic type rally with auto tests, regularity sections and observations as part of the tests.

The speed hill climb was in addition to the touring events mentioned and took place over Saturday and Sunday as two separate events, this was so that almost 120 competitors each day had the option to compete on one or both days as their individual circumstances permitted.

Running all these events required a tremendous amount of work from the volunteer organisers and because this is not a permanent venue all the timing gear, grandstands, toilets, safety bales, signage, fire points, matting and decking to allow cars to access areas over wet ground have to be positioned then removed before and after each event. This creates far more work than most permanent venues need to do to put on events of this calibre.

Local firm Tunnock's known worldwide for their famous caramel wafers and teacake biscuits were one of the very welcome sponsors and their biscuit products in the welcome pack were very well received by competitors.



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Boness Revival **Continued from Page 57**

There should definitely be some sort of civic award for the organisers as the amount of money that poured into the local area because of the Revival was fantastic. Accommodation was at a premium at the local hotels, Travel Lodges, Premier Inns etc, restaurants were really busy and other businesses were also reporting a tremendous boost in footfall greatly benefiting the local economy.

Many people stayed in the area prior to the events and were staying afterwards to visit local attractions they had never ever considered visiting before, it brought people from all over the country as far afield as Lymington on the south coast to the Orkneys off the north of Scotland and unbelievably from America specifically to drive in the Revival.

Its 60 years since Jim Clark drove at Boness so to mark the occasion one class was given over to cars of the type driven by Jim which provided an unbelievable and unusual variety of cars tackling the short but very twisty and testing hill. A Goggomobile, 2 DKW 2 strokes, Triumph TR3As, Porsche 356s several Lotuses in the form of models 21,23, 23B, 35, Elite, various Elans, Cortina plus a Tojeiro Jaguar. Jim's own Lotus Elite and Elans took part and Lotus themselves sent one of their brand new Exige Sport 350 cars up on the Friday and made a film of it doing a run up the track, all this of course is great publicity for the local area as the film has since been released along with appropriate press release less than a week after it was completed.

A number of local Cumbrians were taking part, Adam and Dick Smith entered both their Frazer Nash's but father Dick trapped a nerve in his back opening his large garage doors so couldn't compete, when you've had your 80th birthday things like this seem to happen. Ian Wozencroft & Ian Smith shared Ian's Alvis 12/70, William Irving too brought his Alvis, John Hunter his Riley TT special, Mark Milne Lotus 6, myself in the Buckler MK5, Chris Spencer Scarab Formula Vee, David Smith his rapid Mini Marcos and Markus Bewley had his GT6. Competition very close in every class in fact some positions were decided by margins as close as one hundredth of a second.

Weather wise Saturday gradually improved but mud in the paddock was a problem all day not least because racing cars with virtually slick tyres although granted special permission to spin the rear wheels to clean them the front tyres were still coated with mud which caused a few hairy moments for many, it was rather like racing on a track then coming across a skid pan that wasn't visible.

Sunday was a much better day, straw was spread over the paddock to soak up the mud, the rain God likely decided he couldn't win against such a determined lot but with the track still treacherous in parts coupled to intensive rivalry and competition there were quite a few dramatic incidents putting pressure on the marshals and medical teams that were first on the scene but they did a superb job. Fortunately everyone was ok after being checked out some cars re-entered the fray, some would almost have qualified to take part in an aerobatic display rather than a hill climb although the strategically placed straw bales generally came off rather better than the cars. Most incidents were caused because the track conditions changed suddenly on parts of the track between runs due to run off from the surrounding higher ground or from the movement of vehicles such as the free shuttle bus unknowingly carrying mud onto the track.



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Boness Revival Continued from Page 57

I like many others have competed at all the meetings since the first one in 2008, we have all become great friends, each year more and more people have made their way to Boness it is now a permanent fixture in our calendar and we still plan to visit this lovely area this for many years to come, will you be there next year too?

Thank you to Falkirk council owners of the venue and to everyone that helped in any way make Boness the success story it has now become.

Keith Thomas



NEW SECTIONS FOR THE VSCC LAKELAND TRIAL.

The VSCC Lakeland trial that takes place on Saturday 9th November with 100 vintage cars taking part climbing sections in the Whinlatter, Wythop, Hobcarton, forests, some sections at Buttermere and up at the slate mine on the top of Honister.

It's a great event to marshal on and by marshalling people can drive their cars into the forest but they must register their interest prior to the event by contacting Andrew Tarring at VSCC headquarters at Chip-ping Norton e mail Andrew Tarring <andrew.tarring@vsc.co.uk> or by contacting David

David Rushton from Cockermouth who is clerk of the course or myself as I have agreed to help compile the list of marshals although I have nothing to do with running the trial.

Other exciting news this week is that David Rushton who paid a visit to our house in his wonderful vintage Bentley a couple of days ago confirms that as the VSCC Lakeland trial Clerk of Course he has secured permission to use some superb wooded area of land near Buttermere which should be capable of allowing three brand new sections to be included in the trial without requiring any additional road miles to be added to the route.

To make these sections viable and useable will require a bit of work by a few volunteers over a couple of days clearing a couple of trees, pruning branches etc so David would like people who could help possibly on the first or second weekend in October to get in touch and he will organise work parties to get on with the job. If you can't do weekends but can do weekdays still get in touch and he will see what response we get.

The farmer has kindly agreed to provide the tractor, trailer and any heavy equipment, David and myself have chain-saws, bowsaw etc but if you have any similar equipment or spades, shovels, pick axe saws or pruners etc bring them along in case they are needed.

I have seen some photos of the terrain which is in lovely woodland and it looks fabulous, David says one section is definitely a "stopper" so that is a challenge to those drivers doing the Lakeland who are ultra competitive,mmm thinking about that statement it covers everyone in the VSCC trials community doesn't it.

To volunteer, contact David Rushton directly or myself and I will pass details on. E mail is best but if you don't have e mail facilities you could text my mobile or ring me I will do my best to get your details correct but I will send a reply to confirm I have passed your details to David, if no confirmation in a day or so then contact me again please.

I was chatting to Jock McKinnon organiser of the Scottish trial as he too was competing at Boness Revival meeting last weekend although he was in his vintage Bentley I was in my Buckler, he and his pals are planning a Border Reivers style raid to attempt to plunder the trophies on the Lakeland and hurry back across the border with their spoils. Will they succeed? we will know by late evening on 9th November at the Wheatsheaf Inn, Lorton Cumbria.

Keith Thomas

kandca.thomas@branthwaitemill.com : 01900 603073 : 07778 659 338

Or by contacting Andrew Tarring at VSCC headquarters on andrew.tarring@vsc.co.uk



Prescott Speed Hill Climb Anglo American Classic 5/6th October

Situated between the villages of Gotherington and Winchcombe in the lovely Cotswolds lies the world famous Prescott speed hill climb venue that was bought by the Bugatti Owners Club in 1937, they held their first event there on Sunday 15th May 1938 and since then the venue has been constantly improved to the superb standard that it is today. Unlike most motorsport venues this is not all modern, ultra-modern or brash looking but rather in a time warp with traditional wooden buildings, mature orchards used as the paddock just like the 1930s and even a wooden foot-bridge that allows spectators to cross from one side of the track to the other.

Being owned by the Bugatti Owners Club as one might guess there are loads of glorious Bugatti's competing at most of the events here, the cars are exquisitely designed, superbly crafted, of colossal value yet still driven to the very limit by enthusiastic owners or very fortunate drivers who have been loaned one of the price-less cars.

Not only is there a superb track here with first class facilities, clubhouse, restaurant, bars and toilets but it is also the home of the Bugatti Trust that houses not only the spare parts department, the superb Bugatti museum but there is an educational centre that is available for research on the Bugatti family members who were designers of not only cars but furniture and many other industrial and artistic products.

The title, Anglo American Classic describes exactly the sort of cars that will be either competing, taking part in the cavalcade or doing demo runs at specified times during the day on 5/6th October. Many others will be on display in the adjacent picturesque surroundings with many occupants really dressing up to suit their vehicles, lots of people you may recognise as Elvis, Beach Boys, American cops or leather jacketed owners of Custom cars and similar street rods.

Variety is the spice of life they say, well for variety that you won't see a bigger variety at any other event make your way to GL52 9RD where unlike Goodwood and other similar prestige happenings you can wander freely around the paddock, chat to drivers and see the on track action in convivial surroundings with a crowd of lovely people, tickets purchased prior to the event cost £15 per day saving £5 per ticket, children 14 and under gain free access with a paying adult or for £25 prior purchase gets you a weekend ticket, camping is available very cheaply just across the road, fantastic value indeed.

For UK residents you can even join the Bugatti Owners Club for a year to test the water for only £50 for an individual or £70 for joint associate membership, that allows you free access to all BOC Prescott events and you do not have to own a Bugatti to join, there cannot be any better value in any sport than that anywhere in the UK, ring 01452 260063 or better still contact membership secretary Emily Wells on emily@bugatti.co.uk you will not be disappointed I'm sure.

Keith Thomas



Buckler Ballamy Special (BBS) At Prescott

Since Prescott was bought by the Bugatti Owners Club in 1937 and held its first event in 1938 it has been so highly regarded that the worlds most famous cars driven by the worlds most famous drivers have chosen to compete there.

Cars such as Bentley, Bugatti, ERA and Jaguar have represented vast factories or expensively financed teams with top designers working on their projects. Personalities such as Woolf Barnato, Henry Birkin, Raymond Mays, Malcolm Campbell and Whitney Straight are equally famous names connected to these cars and one famous name connected to all of these, equally well known and loved at Prescott was Rivers Fletcher. This man was a top class driver, PR person extraordinaire, public speaker, he was even a rather pioneering film maker involved with all the aforementioned cars and drivers but also a keen constructor of home built racing machines.

In 1963 or so after enjoying great fun with his son Jeremy tearing around their garden in a Go-Kart which had just been introduced to this country he decided to enlist a couple of friends to help him design and build a very small racing car hoping to break some Prescott records with it. Those friends were Leslie Ballamy world famous in the 1950/60s for suspension design and Mike Luff of Buckler cars the company that built the first Brabham BT1, some cars for Cooper as well as their own Buckler spaceframe chassis and even complete cars for those that wanted a Buckler ready built.

The result was a tiny racing car Rivers called the BBS standing for Buckler-Ballamy- Special,

Initial testing at a Prescott test day in a Buckler kart borrowed from Mike Luff of Bucklers based in Crowthorne convinced Rivers that small was indeed was the way to go. A trip with the new BBS to Great Auclum having been expertly constructed by Bucklers convinced him that with its 650cc Triumph Tiger Twin engine coupled to correct gearing it was a winning formula but back at home disaster struck when it was destroyed by a fire in the family's wooden barn. Rivers much modified MK2 Jaguar was just saved by the skin of its teeth when Rivers drove it out of the blazing barn. The history of the fire and the car is very well documented in a great book called " More Motor Racing" written by Rivers - Fletcher in 1991, it is a superb read if you can get hold of a copy.

He also wrote another book " Mostly Motor Racing" which a fascinating history of motorsport in the pre war years. This tells about Rivers life with the movers and shakers of motorsport when Brooklands was in its heyday especially his involvement with the ERA and other teams.

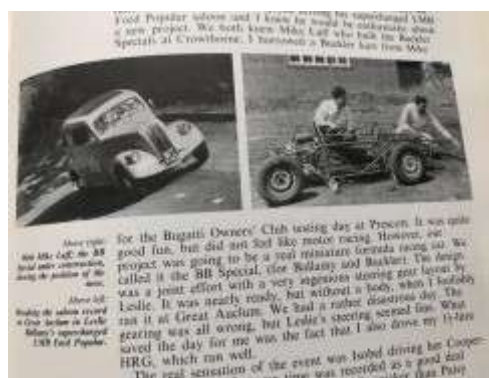
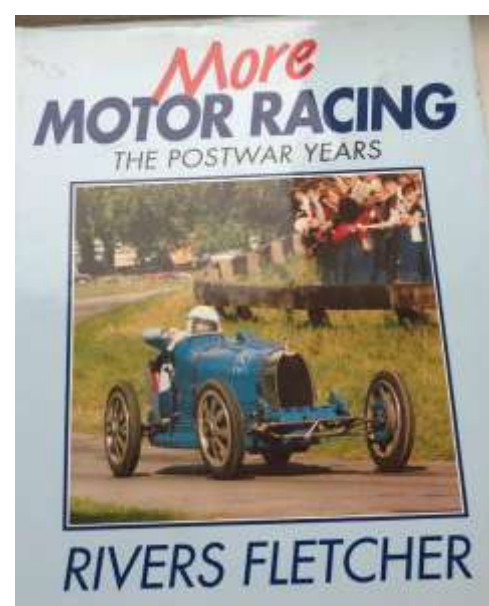
.Lying virtually written off and undisturbed for many years the BBS was finally subject to a restoration programme over a long period. It has just been completed, initial testing has taken place and Rivers friend and owner of the BBS, Dennis Bissell is bringing it to the Autumn Classic weekend to be driven by no less than Rivers Fletchers son Jeremy.

Being involved at the beginning of its construction and in its restoration it is very fitting that Jeremy will be driving it on its first competitive outing on Saturday.5th October

Sunday sees Jeremy racing his lovely light blue almost Vanwall looking Triumph Special based on TR 6 components. This latter combination is very well known of course as they are Prescott regulars but all being well the BBS will still be at Prescott on Sunday even if not competing.. For more information search out Jeremy or the Buckler team in the paddock as several other Buckler cars are competing in the "Flathead" class.

So to witness an important and historic piece of motoring history make sure you are at the Autumn Classic when the BBS comes to its spiritual home at Prescott on 5/6th October.

Keith Thomas



This months marshalling started off with the annual trip to New Brighton Promenade for Wallasey Motor Clubs GEC Promenade Stages Rally. With my hip still not back to a level of fitness to allow me to run around chasing errant cones I asked if I could do Safety Radio duties. Those roles were all gone. I finished up marshalling, both Friday night and all day Saturday, at the Clown roundabout (an apt spot I can hear you all muttering) where I joined the bunch of marshals in the top photo. Richard Jones of Chester MC was the Sector Marshal in charge of this motley crew. Other than Melanie Morgan from Bolton-le-Moors CC and Brian Wragg from Liverpool MC (Brian lives in one of the flats overlooking the Prom) I knew none of them. Having suffered from far too many incompetent Sector Marshals on lots of events it was an absolute pleasure to eventually come across a Sector Marshal who knew what he was doing. He not only knew what he was doing but managed his team superbly well with clear, concise instructions. Everybody knew what changes were needed and who was doing what at each Stage change. He placed members of his team at positions to deal with any eventuality from broken down cars to errant Spectators and even the odd beach walker cut off by the tide. Richard Jones is the 2nd from the left in the Yellow Bib and is probably blushing if he is reading this! Not only did he keep us all on our toes but did it with a relaxed manner with the odd bit of humor thrown in - Clown Roundabout for me in 2020 please Amanda

The Sunday following the Prom Stages it was an early start to get to Melbourne for the Vale of York Stages. This was my first ever visit to this venue as a Marshal. I think it was used, back in the 70s on one of the Stage Rallies that I competed on but nothing looked familiar (but that was a very long time ago). There were 41 starters which quickly diminished as competing cars suffered from a variety of faults and retired. Some re-joined later on in the event and others were not seen again. Eight stages were on offer and with the demise of crews and a small entry everything took place at a very leisurely rate and we still finished well before 4:30 pm (which included an hours lunch halt)

Next up for me was the Clitheronian (Probably my last ever Road Rally as a competitor—but It is now the sixth year on the bounce that I have said I am giving this up, I am getting far too old to keep doing this and every year I have renewed my Comp Licence - So we will see in February if I still mean it) See my report on pages 24 to 26 (or a better one from the winning Navigator Gary Evans on Pages 22 & 23)

Wednesday the 25th was my first visit to Aintree this year. It was for the GreenPower Racing. In 2018 I went to see what it was all about and was pleasantly surprised. So much so I had to go again this year. Its another early start and I get to Aintree before the traffic starts to build up at 7:15. I team up with Brian Wragg and we are allocated our post at Valentines. Once racing gets under way it's the Girls from Sandbach that run away with things. A few errors here and there from the drivers. Another enjoyable day

I read the Manchester to Blackpool Run report by Chris Lee and it suddenly dawned on me that if this was the 57th run then I must have been taken by my Father to watch the very first one when I was 16. You have got a lot to answer for LAC - You sparked my interest in Cars!

Grumpy Old Git

Still Wittering On & On & On



Clown Junction Marshalling crew



Roundabout Curbs take out another one



**Vale of York Stages
1st O/A Martin Pavier / Pete Kettle**



Frankfurt Show Brings At Least 3 Important New Car Launches

There are now only two important car shows in Europe, Geneva in the spring and Frankfurt in early autumn. This year Frankfurt seems to have hosted the most important new model launches.

First VW pulled the covers of their ID 3 pure electric car. The 3 by the way denotes that this is one of the 3 most important cars ever launched by VW, the other two being the Beetle and the original Golf. So a couple of hard acts to follow! The cheapest version will have 148 bhp and a range of 205 miles, then 201 bhp with a choice of 260 or 341 miles range. Prices are said to start at £27500 before the current £3500 Government Grant is deducted. Batteries are guaranteed for 8 years. If all these figures are borne out in reality VW have a very powerful proposition for private and business users alike. 35000 have been ordered already with deliveries due to start in the middle of next year.

To coincide with the launch of this new car VW have updated their famous “V over W” logo. Which means that 10000 dealer worldwide have to pay for new signage before they get to make a penny from selling an ID 3.

Next must be the long awaited Land Rover Defender. It's been nearly 3 years since it was no longer possible to buy a new Defender. The old model was selling in tiny numbers, only 5000 a year to retail customers with another 10000 going to armed forces, police and so on. To be sustainable the new model must sell at least 5 times that number, so has to appeal to a much broader audience. Also it's been engineered to be legal for sale all over the world whereas the old one didn't meet the laws in many markets, China and the US being most important.

Replacing an automotive icon like the old Defender was never going to be easy and I think it's fair to say opinions are divided. No surprise that the died in the wool Defender enthusiasts seem least impressed, unless the new one was simply a rehashed old one I think that was always going to be the case. However it seems to have hit the spot with owners of old model Discoverys who don't regard the new Discovery as robust enough for their requirements. And there's no doubt that as the latest 4x4 fashion accessory the new Defender will for a while at least be in demand for shopping and school run duties in the demanding terrains of Knightsbridge and Hampstead.

That sort of demand will be useful given the pricing stance LR have adopted. This was no surprise to me but quite a shock to those who expected it to cost about the same as the old model. First to launch is the long wheelbase five door where prices will start at around £45000 with deliveries beginning early next year. Then a shorter 3 door version will follow quickly at around £40000 upwards, with Commercial models in both lengths from £35000 + VAT. There will be endless opportunities to spend more money by buying options and packs – you can spend £100,000 if you want to! So whether LR can achieve the volume they want at the price they want is the big question. And of course to achieve real success they need to do this by selling to new customers, if they simply sell to existing LR owners who choose a Defender rather than another model in the range that's a net gain of zero.

Finally I can't help thinking Land Rover are crowding the same area of the market with lots of different models. If you want to spend between £40000 and £100000 on a 4x4 SUV you can choose between Evoque, Defender, Discovery Sport, Discovery, Velar, Range Rover Sport and “proper” Range Rover. That's seven models plus two similar cars that wear Jaguar badges?

Finally Frankfurt saw the reveal of what is currently the World's fastest and best handling electric car. No surprise it comes from Porsche, it's been christened Taycan. Key performance and handling benefits come from the decision to use a different type of electric motor, lighter and higher performing than the ones used by competitors like Tesla. Although like every electric car the Taycan is heavier (2.2 tonnes) than a petrol equivalent careful positioning of the batteries results in a lower centre of gravity than any Porsche available today and near ideal weight distribution. The car is already faster around the Nurburgring than any other 4 door electric car. Faster charging than anything else as well takes the battery from 5% to 80% charge in 20 minutes and range is around 250 miles. All very impressive, only snag is £120,000 for the “base” version and £140,000 for the Turbo S, all before any options are added!

Aston Martin Calls For Bond

But not James this time. I mentioned last month that Aston were running short of that vital lubricant, not oil but money. Now they are planning to issue bonds to raise the cash they need until sales of the new DBX SUV start to bring some money into the kitty. Problem is previous bond issues have been secured on AM assets. In simple terms all the family silver has been hocked, there's nothing left in the cupboard, and now the new bonds will be unsecured so a far higher interest rate will be payable. Not ideal but they have no choice. Aston Martin have gone bankrupt seven times in their history. Let's hope they can raise the necessary cash and get the SUVs rolling out to avoid No 8.

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Spot The 69 Plate Car

Have you? It's more than half way through September as I write and deliveries of the new plate (69) started more than two weeks ago. I've seen two, one on the 1st in Cockermouth and one on the hard shoulder of the M6 a few days ago (it seems Kias aren't all as reliable as they say). Anyone else seen lots? Certainly the dealers I talk to are hardly awash with new car business.

Selling brand new cars isn't made any easier by the big volumes of pre registered delivery miles vehicles about. This has been caused partly by dealers and manufacturers registering unsold cars to meet previous sales targets, then there were a lot of cars around that didn't meet the latest emissions targets which became law on September 1st so had to be registered in August – or scrapped. Pre registration has been around for a long time now but I've never seen it to the current extent. Not just the volumes, but the resulting discounts. We put together a list for our business customers today of 19 plate zero miles cars and vans. We had almost 10000 to choose from. Discounts range up to 40% on a £77000 Audi Q8 down by £30600, even 30% off a £12200 Fiat 500. And percentage discounts are even higher on 19 plate vans.

No wonder we see so few 69 plates around?

Pendragon Bites The Bullet

I've reported before on the problems of this dealer group, until recently the largest such organisation in the UK measured by annual turnover. Their long term CEO retired as planned early this year and it seem he may have left a can of worms behind. A new boss was appointed but he disagreed with the Board on future strategy and therefore left quickly!

It seems many of the problems come from the last boss's decision to establish a chain of used car supermarkets branded "Car Stores". A total 34 were opened making a vast investment in property before you get into the vehicle stocks. 22 of the 34 are now to be closed, and one wonders about the future of the remaining 12? Insiders say 1300 job losses already, perhaps more to come? Pendragon are seeking to refine their new car operations and have reduced their exposure to Jaguar Land Rover where they judge the property investments required unsustainable. Rumour has it they feel the same about BMW/Mini?

Result is that Pendragon have just announced a loss for the first half of this year of £32.2M, not a small sum! First half last year was a profit of almost as much! Bad news indeed.

Be Careful Where You Drive

Last month I reported on the deaths on UK roads caused by not wearing seat belts. Now it seems best to consider where you drive. 75 of all the A roads in the country covering only 900 miles are considered "dangerous". These were responsible for 60% of fatal accidents. I don't have space to detail the findings, and I have no prejudice against those who enjoy their motoring on two wheels, but most of the routes mentioned are well known as "biker roads".

Electric Car News

It's not possible to get through a month without touching this subject now it seems? The fact the progress of these cars seem currently unstoppable was underlined in August. OK August is now, allow a month for new car sales but nevertheless it's worth noting that in that month 3.4% of the new cars registered were pure electric. August 2018 the score was 0.7%. Equally it has to be admitted this is largely at the expense of plug in hybrids which have lost popularity since the Government Grant for them was dramatically reduced.

Most amazing piece of news was that in August the 3rd best selling car was the Tesla Model 3, their new "small" (BMW 3 Series size) car. With prices from just over £40,000 up this is hardly a volume car, and of course this was the first month of long awaited volume deliveries. Say what you want for the Tesla to come in just behind the Ford Fiesta and VW Golf and ahead of Ford Focus etc is nothing short of remarkable.

This trend can only continue as a survey from Leaseplan, Europe's largest vehicle leasing company, has shown that the price differences between electric and petrol/diesel cars is narrowing rapidly. Currently electric cars suffer higher depreciation due to the greater new cost not yet being reflected in higher residual values. However lower maintenance and (obviously) fuel costs are starting to chip away at these differences and there are strong signs of rising demand for used electrics and hybrids which will reduce the depreciation in time. It is expected that pretty soon the total costs of operating an electric car in the UK will be the same, or less, than a petrol or diesel.

As ever I have to add my strictly personal opinion that cars powered by hydrogen fuel cells are a better answer, but putting that aside it's clear that the move away from petrol and diesel is gathering pace.

Considering all this the recent announcement that our Lords and Masters have plans to DOUBLE the number of electric car rapid-charging points by 2024 shows how out of touch they are. Currently there are probably less than 50000 pure electric cars on the roads of the UK. This year that number will increase by 50%. I'd conservatively suggest that by 2024 there will be more than 500,000 pure electric cars on our roads and it could easily be double that. That will be between 10 and 20 times the current number. And the Government thinks doubling the number of rapid-charge point will suffice? Time for them to get some new (electric) batteries for their calculators I think.

Meanwhile in the US Amazon and Ford have both invested in a start up company called Rivian who intend to start producing electric vans, SUVs and pick ups. Amazon has announced it intends to be using 80% renewable energy in all areas by 2024 and 100% by 2030. Putting its not inconsiderable money where its mouth is Amazon have ordered 100,000 electric vans from Rivian at a total cost of \$5 Billion to be delivered in 2021.

Another Nissan Chief Resigns Over Dishonesty

When previous Nissan boss Carlos Ghosn was dismissed over alleged financial irregularities (he awaits trial still) he was replaced by lifetime Nissan employee Hiroto Saikawa. Nissan have now released details of the charges against Mr Ghosn. These include the concealment of a total of 11.4 Billion Yen (that's about £85 million) in pay and share options, and also the use of company jets and properties for personal purposes.

No doubt Nissan hoped that by appointing a long serving Japanese employee they could put all this behind them. Sadly it has now transpired the Mr. Saikawa has had his jaws in the same trough and has been forced to admit to being overpaid by £360,000 by rigging an executive bonus plan.

Nissan now begin to search again for new boss who lacks "sticky fingers".

Driverless Cars On UK Motorways In 2021

After long discussions UK insurers have agreed that provide they reach certain criteria driverless cars will be allowed on UK motorways sometime in 2021. This won't be allowed on any other roads for the moment, and the car must be equipped with devices to check the driver is awake.

Farewell to A Giant Of The Industry

You can count on very few fingers the people who justify the "Giant Of The Industry" tag. Henry Ford 1, Henry Royce, Gottlieb Daimler, Ettore Bugatti, Andre Citroen, Enzo Ferrari, Sir Williams Lyons, Gianni Agnelli come to mind, no doubt you'll have your own candidates.

In late August we said farewell to a man who without argument made that list, Ferdinand Piesch, until 2015 head of the VW Group. Born as Ferry Porsche's grandson (not a bad start) Herr Piesch was first an engineer who developed into an outstanding industry boss. As an engineer he was responsible for the wonderful Porsche 917. Only family connections allowed him to spend so much company money on this project, anyone else would have been fired. Yet there is I think no doubt the 917 pushed Porsche into the top league and a genuine Ferrari rival, and as such a very profitable company.

The redoubtable Ferdinand (unlike his grandfather NEVER Ferry!) moved to Audi where he transformed the company from a seller of rebadged VWs into a genuine rival for BMW and Mercedes. Quattro had something to do with it of course! There's a pattern here, first he brings Porsche level with Ferrari, then Audi with BMW and Mercedes? Next step was the true masterstroke, a wonderful mix of engineering and marketing now called "platform sharing". This meant you could spend a LOT of money developing a quality car platform then spread that costs by building Audis, Seats, Skodas and VWs on that same platform. Of course you had to buy things like Skoda and Seat first which he did. Then you had money to spare to build quality into all those. And this concept wasn't confined to the volume sector. Bentley GT was and is built on the VW Phaeton platform, Audi Q7, Porsche Cayenne and Bentley Bentayga share the same underpinnings.

After the 917 the wildest car developed under Piesch was without doubt the Bugatti Veyron. Having bought the name he set out to have the ultimate road car designed and built to carry the badge. Did it make money for Bugatti in the short term? No chance. Did it rebuild the name for the future? No doubt. Did the engineering lessons learnt in achieving his "impossible" targets of 1000 bhp and 250 mph benefit other parts of the VW Group especially Bentley, Audi and Lamborghini? Undoubtedly.

Continued on Page 66

Piesch stood down in 2015, just before VW became the world's largest car maker. Some epitaph, some car guy.



Paul Gilligan

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An Army Recruit from the Australian outback sends a letter home:

'Dear Mum & Dad,

I am well. Hope you are too. Tell me big brothers Doug and Phil that the Army is better than workin' on the farm - tell them to get in quick smart before the jobs are all gone! I wuz a bit slow in settling down at first, because ya don't hafta get outta bed until 6am. But I like sleeping in now, cuz all ya gotta do before brekky is make ya bed and shine ya boots and clean ya uniform. No cows to milk, no calves to feed, no feed to stack - nothin'!! Ya haz gotta shower though, but its not so bad, coz there's lotsa hot water and even a light to see what ya doing!

At brekky ya get cereal, fruit, and eggs but there's no kangaroo steaks or possum stew like wot Mum makes. You don't get fed again until noon and by that time all the city boys are dead because we've been on a 'route march' - geez its only just like walking to the windmill in the back paddock!!

This one will kill me brothers Doug and Phil with laughter. I keep getting medals for shootin' - dunno why. The bullseye is as big as a possum's bum and it don't move and it's not firing back at ya like the Johnsons did when our big scrubber bull got into their prize cows before the Ekka show last year! All ya gotta do is make yourself comfortable and hit the target! You don't even load your own cartridges, they comes in little boxes, and ya don't have to steady yourself against the rollbar of the roo shooting truck when you reload!

Sometimes ya gotta wrestle with the city boys and I gotta be real careful coz they break easy - it's not like fighting with Doug and Phil and Jack and Boori and Steve and Muzza all at once like we do at home after the muster.

Turns out I'm not a bad boxer either and it looks like I'm the best the platoon's got, and I've only been beaten by this one bloke from the Engineers - he's 6 foot 5 and 15 stone and three pick handles across the shoulders and as ya know I'm only 5 foot 7 and eight stone wringin' wet, but I fought him till the other blokes carried me off to the boozer.

I can't complain about the Army - tell the boys to get in quick before word gets around how good it is.

Your loving daughter,

Sheila.



NESCRO



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

2019 Challenge Positions

Following the Doonhamer Classic & Targa

Only showing the Top 10

NESCRO 2019 Historic Driver's Challenge

Pos	Driver	pts
1	David Marsden	475.2
2	Brian Bradley	428.8
3	David Garstang	326.6
4	John Sloan	248.8
5	Graeme Cornthwaite	233.6
6	Joe Hardy	228.1
7	Malcolm MacKay	222.8
8	John Ruddock	203.8
9	Pete Tyson	192.3
10	David Ruddock	182.9

NESCRO 2019 Targa Driver's Challenge

Pos	Driver	pts
1	Simon Jennings	672.8
2	Chris Dodds	567.3
3	Phillip Hodgson	571.1
4	Jack Morton	447.0
5	Geoff Bateman	439.0
6	John-Paul Foran	411.4
7	Chris Hunter	302.4
8	Jack Palmer	299.6
9	Liam Charlton	296.4
10	Liam Charlton	296.4

NESCRO 2019 Historic Navigators Challenge

Pos	Navigator	pts
1	Michael Marsland	428.8
2	Michael Garstang	396.2
3	Mathew Alexander	316.6
4	Marian Sloan	248.8
5	Marc Crack	222.8
6	Lynsey Procter	200.3
7	Neil Harrison	192.3
8	Kevin Carruthers	182.9
9	Courtney Raylor	168.1
10	Dave Boyes	158.1

NESCRO 2019 Targa Navigators Challenge

Pos	Navigator	pts
1	Ian Giles	571.1
2	Maggy Bateman	439.0
3	Clive White	428.2
4	Joshua Bailey	411.4
5	Colin Fish	393.2
6	Fiona Tyson	302.4
7	Ellie Palmer	299.6
8	Allana Wilson	293.4
9	Kirsty Thompson	293.4
10	Kevin Cousins	278.7

2019 Calendar

13th October

Solway

10th November

Saltire



Stocktonian Targa Rally : Photos Courtesy of robwashingtongraphy.co.uk



PALMER PROFITS AMID DOONHAMER DOWNPOUR

On what the locals would term a "Gey Driech Day", Jack and Ellie Palmer took their Rover 25 to a convincing win on the South of Scotland car Club's Doonhamer Classic rally with only the Mazda MX5 of Chris Hunter/ Fiona Tyson getting anywhere near the flying duo while another giant killing performance from Simon Jennings/ Clive White in the little Peugeot 106 saw them edge out the Mazda MX5 of Philip Hodgson/ Ian Giles, Jennings consolidating his lead at the head of the NESCR0 Challenge standings.

As usual, the event was based at the Lockerbie Truck Stop where the opening two tests saw a Mazda MX5 1-2 with Hunter / Tyson just ahead of Drew & Karina McLean while David Agnew/ Alan Jackson powered their Porsche round to take an early lead in the Historic category with David Garstang/ Matt Alexander (Fiesta MK1) and Dave Marsden/ Mike Garstang (Escort MK1) tied in second spot the popular forest "Stage" came next and the Palmers really nailed it to move into the lead and while Agnew was quickest of the historics, he wasn't far ahead of the amazing Jim Hendry and his TR3.

Back at the truck stop two more tests saw the honours shared between Hunter/ Tyson and the McLeans but the Palmers were close behind and then set a string of fastest times to reach the lunch halt well in the lead.

A feature of the Doonhamer is always the test at Oakbank, the expanse of tarmac round the large recycling plant making for some extremely rapid motoring. By contrast, the short test at Collin is always treated with respect as the normal bollards to negotiate are replaced with large lumps of extremely solid masonry. The event lost the BMW of Bob Hargreaves/ Rick Fry at this point, an intermittent problem eventually being traced to a faulty fuel pump. The 1340c Mni of Grant and Stuart Wilson also pulled out for reasons unknown.

Back at the front, Jack and Ellie Palmer continued to set the pace and although Hunter/ Tyson put in a late surge, their 42 second winning margin was a fair reflection on their dominance throughout the day while Agnew / Jackson enjoyed an even more comfortable result amongst the historics, coming home with a minute and a half to spare over Garstang/ Alexander. . The real heroes of the day, however, were the marshals who endured a miserable time with the unrelenting rain making things extremely uncomfortable and it is to their great credit that they stuck to their posts and were still smiling at the finish.

Ed Graham : Hexham & DMC
Photos : Tony North



Blue Streak and Wearside Classic

Nick Townley : Kirkby Lonsdale MC

11TH OF AUGUST 2019

THE BLUE STREAK TARGA RALLY

& HISTORIC RALLY CHALLENGE



When Simon Boardman (Clitheroe & DMC) asked if I would do the NESCR0 Championship with him, I was looking forward to a season of getting to grips with Targas and a slice of Regularity rallying. However, since the Berwick in May, I have had a hiatus due to being on holiday when the Lake district and the Northern Dales were held (making the most of my new found freedom from farming) though to be fair the Lake District was moved forward a week from the date on the calendar when we'd booked the holiday.

So, the next event was to be the **Blue Streak** and we duly travelled up to a very wet Warwick Bridge, near Carlisle, in Simon's tidy Volvo Amazon. Everybody I had asked who had done the event previously had all enjoyed it, and at the end we shared the sentiment. Detailed reports of the rally appeared in last month's Spotlight and all I will add is that the tests were enjoyable but some of the farm yard tests were a bit tight for the big Volvo and as they became increasingly muddy the car suffered badly from understeer and the test times reflected this, whereas on the more open airfield tests we were more on the pace. We ended up 6th in the Historic section but on a personal level it was pleasing to have no wrong tests or cone faults.



Plus points of the event – a very good roadbook with clear test diagrams and friendly hospitality with good food, which included tea and cakes in the organiser's garage mid-way through the afternoon. Negatives, aside from the weather, none really – so one for the diary next year



WEAR SIDE
CLASSIC RALLY 2019

(incorporating the Wearside Targa Rally)

Sunday 1st September 2019

Promoted by:

Durham Automobile Club Limited



The first day in September saw us travel up to Sunderland for the **Wearside Classic**, held at the expansive Nissan factory site. The name of the event was a little misleading as Simon's Volvo was one of only 9 cars entered in the historic section, the remaining 30 or so cars were contesting the Targa event, the majority of which seemed to be either MX5s or BMW 3 series compacts. Rally HQ was in the smart Nissan Sports and Social club, which also provided an excellent lunch and evening meal. Having never done the event before and with all the action at the one site, I wondered if it was going to be a bit "autotesty". Well yes and no – the event was based around 4 test layouts which remained the same throughout the day, but after two runs the route round the cones was changed, there were three laps of two in the morning and two laps after lunch giving a total of 18 tests – I know the maths don't work out as I will try and explain later.

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Test one was in the car park near rally HQ, running at car number two we did not have much of a sighter and with most of the other competitors looking on we were under a bit of pressure to do clean run but a moment's hesitation around one of the cones cost us a bit of time on the short, technical test, and even though the run was clean our time was a test maximum of a rather mean 45 seconds.

The next three tests were about a mile away across the site on the Nissan Test Track and with a strict speed limit between tests of 20 mph gave us time to reflect on the opening test. The next test was a lot more open and included a loop round some expensive looking solar panels, which we were warned about in the pre-event briefing should anybody get it wrong! Test three followed straight on and was similar, fast in places with some tight slaloms thrown in and with no particular dramas led straight into test four.

This, however didn't go particularly well – my previous experience on Targa rallies had mostly been round farm-yards or tracks where the obstacles were fairly well defined – faced with a large open space filled with cones, I found it hard to match the scale on the test diagram with what I saw on the ground and subsequently was late with some of my instructions and Simon went sailing past a cone on the wrong side resulting in a wrong test.

With the first lap of tests completed we made our way slowly back to the first test for our second run where we joined the queue of cars as the last of the Targa crews were waiting to complete their first run. This time we had chance to spectate and were entertained by a couple of the BMW compact crews who, it has to be said with some skill, attacked the test with plenty of sideways action that wouldn't have been out of place on a drift track, the cars popping and frapping on the limiter and smoke bellowing from the tyres. This was in stark contrast to the MX5 driven by Gina Walker who was so smooth and tidy, demonstrating some of the car control that she must have inherited from her mother, Louise Aitken Walker - no prizes for guessing who was quicker.

The second run through went a lot better and with car 1 having mechanical issues we were now running first through the tests. After the second loop of tests, we handed in the first time card on the way back to the start and a change in test layout for two more loops. The format of the Tests was quite a steep learning curve for me - I quickly learnt that you didn't have time to call out all the instructions with any great detail and too much information was only confusing to the driver, the vital thing was making the instruction concise and the timing had to be spot on. As the morning progressed, I found that it was best not to look up but keep looking at the test diagrams and get a feel for where you were by the movement of the car – any experienced stage rally navigator would probably say that's hardly rocket science! We started to get into a groove and test times improved, though we had a slight hiccup on the same cone as the first run, loosing us a bit of time, the cone didn't look to be in quite the right position as on the test diagram. With the tests changed for a third time it was a couple more runs before the welcome lunch halt in the Social club. One thing I didn't expect to see on an event like this was that the crews of the two "drifting" BMWs had a "service van" and were changing rear rims and tyres after each loop of tests!

After an excellent lunch, it was another change of layout and with other crews watching on it was another cockup. Mid test Simon stopped and said he had gone to the wrong cone where do we go, because I hadn't been looking up, I too was a bit disorientated and it took a few seconds to get my bearings – another maximum time accrued for that particular test. It was then another trip over to the test track, but instead of the three tests they had been all joined together to create one long test that covered 3 pages of diagrams in the roadbook and with a stop astride on the turn of the page, we would have to be on our toes. TBH amalgamating the tests helped with the flow and the old Volvo showed a decent turn of speed in the fast intermediate sections that had separated the tests in the morning, and then it was hard on the brakes and a good old tug on the handbrake to bring it to a halt at the stop astride. Simon set the trip at the start of the test, just short of 1.4 miles, no mistakes from either side of the car, it felt like we were beginning to click. It was then back to the start and another change of test layout – on paper it looked quite complicated with a couple of 360° turns and several crossovers but we actually had our best run of the day over this particular test. The longer test was also rejigged for a further two runs and seemed to go well. In the afternoon we were completing the more complicated tests far more proficiently than we had done in the morning, Simon was pleased with the way the car turned in with the change to Vredestein tyres for this event and we were left wondering what might have been if we had been on it right from the start.

Back into the social club for an excellent meal of roast beef, the efficient results team soon posted that provisionally we were 4th Historic and the following day, emailed results showed we had won our class – all be it a class of 3. A very enjoyable days sport, the event was run very slickly and as always when you travel up to the North East, a very friendly welcome – another one for the diary next year!

Nick Townley : Kirkby Lonsdale MC, Simon Boardman : Clitheroe & DMC

Lancashire Automobile Club

Coast to Coast

We significantly changed the route for 2019. Normally we keep the same lunch halt which has been at Akebar Park for many years. However, whilst we were happy with the venue eventually you run out of roads to use.

So to open up pastures new we went looking for an alternative and found The Inn at South Stainley just north of Harrogate. Venues with the amenities we need are few and far between. They have to be able to cope with around 150 people arriving in around 40 minutes, be able to serve them and enable them to get on their way in 55 minutes as well as provide adequate parking and be flexible on time for serving lunch. The Inn ticked all the boxes so we were able to go further south than usual.

The route started from the Midland Hotel in Morecambe at 08.30 and went out to Halton and Caton before taking in the Trough of Bowland and Slaidburn to a coffee and comfort stop at The Anchor in Gargrave.

From there we travelled east through Grassington and Pateley Bridge towards Ripon. Just before Fountains Abbey we turned right to go through Markington and south to The Inn at South Stainley. The first car arrived about 11.20.

After a good buffet the cars left going east to Aldwark Bridge and then through Castle Howards grounds and into the Yorkshire Moors passing through Cropton and the fords from the opening shots of All Creatures Great and Small. The next Control was at Scripps Garage in Goathland a popular stop on previous events.

We took advantage of some newly surface roads to make our way to the finish at Dunsley Hall via Grosmont and Sandsend (to complete the coast to coast adventure. The first car reaching Dunsley Hall at around 3.20pm.

We were greeted at Dunsley Hall by the Mayor of Scarborough and parked on their front lawn for an informal Concours d'Elegance. Whilst the judging took place the entrants enjoyed a buffet and had a good natter about the days motoring.

The Mayor chose the Ford Mustang as the car she wished she could take home and our acting president, Andrew Ogden, stepped in to select the President's Choice after being banned from choosing a certain red Alfa Romeo! The President's choice went to the 1953 Mercedes.



Lancashire Automobile Club **57th Manchester to Blackpool Run**

As usual the organisers had found some 'new' roads for the entrants to enjoy and had a new coffee stop lined up (at the very last minute following the sudden closure of The Duke of Wellington). More on this later!

The start was from Worsley Old Hall who opened early to serve coffee and refreshments. The entry included 16 pre war cars amongst the 54 entrants. As usual we had two intertwining routes with a Direct Route (avoiding steep inclines and somewhat shorter) and a Scenic Route (more challenging to car and driver with a somewhat longer mileage and higher expected average speed).

Both routes ran out from Worsley and up onto the A6 before going through Lostock to the Bolton Ring Road. Here the routes split with the Scenic going up to Belmont and across to Chapeltown before joining the Direct route which had followed the ring road before going towards Ramsbotham.

After meeting up the routes ran past Helmshore Mill and onto the Grane Road to the coffee halt and Control. Unfortunately the manager was expecting us at 09.00 (we don't know why as we had said 10.00!) and was not happy. He then stopped serving coffees as he said he had to prepare for the lunch opening. These things can happen when you are on the last minute organising things but it does mean we are looking for a new venue next year. Many thanks to the marshal crew who kept things moving with the minimum of fuss.

After the Coffee halt the routes again split with the Direct Route following the Blackburn Ring Road and then up to Mellor. In the meantime the Scenic Route ran out to Sabden and over the Nick o'Pendle to travel through Great Harwood and rejoin the Direct Route at Mellor.

The two routes then went through Cuerdale and Lostock Hall to our traditional control at Bowker BMW and MINI, Preston Dock. They were then on the home run travelling south of the Dock and out to Freckleton on their way to a Control at Wrea Green. From there it was onto Lytham and Blackpool for a finish at Stanley Park where the finishers were greeted by the Mayor of Blackpool. The first cars arrived just after 13.30 in time to be judged for the Concours.

Chris Lee (Lancashire AC



Lancashire A.C. Fellsman

I'd like to start by mentioning that after last year's Fellsman John Hartley decided that having organized the Fellsman for 25 years it was time for him to put the maps away and hand the organization over to someone else. Thank you, John, for all the brain teasing but very enjoyable events you produced for us all.

This year's Fellsman started and finished at The Black Bull Inn at Old Langho and covered 140 miles circular route on maps 102 & 103. In order to help the less experienced navigators they had the option to use instructions for plotting the route that were easier to use than the standard instructions issued to the more experienced entrants.

On what turned out to be a dry but not very bright day the first car departed at 9.15am on the 70 mile morning section to the lunch Halt control at the Manor Inn at Cockerham. So that the organizers could check if the cars had plotted and followed the correct route, entrants had to record the codes from the 36 code boards that had been placed at secret locations along the route, 20 on the morning section and 16 in the afternoon.

Travelling west the cars past over the Ribchester Bridge and followed the B road towards Longridge before turning right towards Knowle Green. The first 2 codes were found by all the cars but code 3 was missed by the nearly all, only three entries realized that the Spot Height they had to pass through was not on the crossroads but a short distance further to the east which took the route on a loop past Huntington Hall. Most navigators managed to plot the next few miles correctly as the route passed over Jeffrey Hill to pass Longridge golf club before turning right to pass Wheatley Farm and then north towards Hesketh Lane.

The route did a few loops in passing Barns Fold and then Horns reservoirs before passing through Inglewhite and on to join the A6 at Barton. The next section took the cars onto the little used roads in The Fylde area with the route instructions primarily based on fifteen Bridges that had to be crossed before rejoining the A6 just over a mile north of Barton. So far, the majority of navigators had managed to locate most of the code boards although nine had missed numbers 11 and 12.

The route now passed back to the east of the M6 and passed through Claughton, then to the east of Scorton before climbing up and passing to the left of Nicky Nook. At this point a nice view of Morecambe Bay could be seen to the west but drivers should have been watching the road and most navigators might still have been plotting and missed seeing it.

The final part of the route before the lunch halt went around the roads in the Hollins Lane area and only 8 cars managed to locate all 3 code boards located within about a mile of each other in that little section. All the cars that started arrived at the Manor Inn for about an hour's Lunch break Buffet with car numbers 2, 4, 7, having done particularly well in locating 19 of the possible 20 codes followed by cars 1, 15, 18, 23 with 18 codes.

Starting the afternoon section, the route passed through Galgate before turning south west to a tricky little section in the Dolphinholme area. The crossroads in grid square 52/52 (map 102) are not quite as shown on the map and had to be used twice by using all four roads by approaching NW, departing SW, app SE, dep NE. The route then headed north again towards Quernmore and as in the morning section a Spot Height location caused some crews a problem. Only car number 4 succeeded in plotting correctly and locating all the codes on this first section of the afternoon with others either missing or finding some of the codes in the wrong order.



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LACs Fellsman

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Before travelling east over the Trough of Bowland some cars missed the code on the gated road south through Abbeystead. After Dunsop Bridge the route did a loop south on the west of the River Hodder, over Doeford Bridge then headed north again east of the River through Whitewell. The final section that passed through Bashall caused little problems to most crews apart from the section that started just north of Stonyhurst College and finished entering Whalley.

The instruction was to pass through nine coloured road junctions before entering Whalley and all the cars failed to answer correctly a question that would prove they travelled the correct route. Crews had been told in the final instructions, and verbally at the briefing, not to use any road that was for access only. It would appear that most if not all crews ignored this instruction and, in an attempt, to get the section correct used the access only road that leaves Hurst Green to pass to the North of the Church before joining the B6243.

The correct route after leaving sh148, turn right and pass through college grounds, straight on at access only junction to the triangle at the junction with the B6243. By going the long way around the triangle, you pass through three junctions, one at each point of the triangle. Keep on the B road at the next junction and pass over the River and then keep on the B6243 at the next junction before turning right to Mitton Green and then left on to the B6246 at Great Mitton. Cars 4 and 10 recorded all 16 codes on the afternoon section followed by cars 9, 16 and 25 with 15.

If you're wondering why I haven't mentioned car 10 which recorded all 36 codes it's because it was navigated by John Hartley, (Fellmans originator and brains of the event for the last 25 years) and I'm sure he won't mind if I tell you that he had some prior knowledge of the route!

Thanks to all who marshalled, without their help the event wouldn't take place. And finally, thanks to all of you that took part and I hope you enjoyed it enough to want to return for the 27th Fellsman when I shall try again to achieve the impossible by finding some roads that JH hasn't previously used.

Geoff Awde



**Clitheroe
& District
Motor Club**



**HALL TROPHY
STAGES RALLY**

**Saturday
November 23rd**

**REGS :-
clitheroedmc.co.uk**



**MARSHALS
Matt Broadbent
www.clitheroedmc.co.uk**



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

Chris Ingrams Masterplan & The John Easson Award

A young Chris Ingram applied for the 2013 John Easson Award

"Rally is in my blood. I am driven by my ambition of becoming World Rally Champion and dedicate every day working towards achieving my goals so that not only myself, but my team and my partners will benefit."

MASTERPLAN "World Rally Champion 2023"

Just turned 20 years old from Manchester, it was quite clear to the judging panel early on in the process that Chris was going somewhere with his confidence and ability to sell himself with pure ambition.

He even had a masterplan, just like a business plan, detailing every step and goal along the way in order to achieve his dream of becoming WRC Champion. This set him apart from an already top class entry list. He was even learning French to attract the co-driver he wanted to work with. Late in 2013 it was announced that Chris Ingram had received the award.

With a prize fund of £4,000 contributing to Chris's entry fees, his chosen rallies for the 2014 season were in the ERC Junior series. Teaming up with French co-driver Gabin Moreau, using a Renault Twingo, the pair showed a very good pace early in the season. Unfortunately they crashed out of the Circuit of Ireland rally, with a very badly damaged car.

It looked like their season was over, however, this is where Chris's ability to sell himself came in. He persuaded Renault to give him a new body shell, bearing in mind Chris's car was privately funded with no ties to Renault. They too must have seen his potential. With the car ready for the Rally of the Azores in August they finished a credible 2nd in the junior category. The pace was there, the win had to come. Later that month the pair were signed by Peugeot UK to run in a 208 r2. Their financial worries over, they could get down to the business of driving. Rewarding Peugeot UK with their first class win at WRC Wales Rally GB . A fabulous result to the end a great season. 2300club were very proud to support.

The following three seasons would produce great results, ticking off their goals on the way to becoming WRC champion. Teaming up with Peugeot UK then Opel Motorsport, Chris secured one of his main goals to become 2017 under 27 ERC 2wd Champion. Another great result was a class win of over 9 minutes, at Wales Rally GB. Some fabulous results for the team.

Chris Ingram partnered with co-driver Ross Whittock in the Fabia r5 for the 2018 season in 4wd. They were with the privately funded Toksport WRT Skoda Team. They competed against factory and big budget teams with brilliant results. However at the start of the 2019 season the pair found themselves with serious financial worries as their main sponsor had pulled out, putting this years step in the masterplan of becoming the ERC 4wd Champion at risk. Due to Chris's sheer determination to succeed and to sell himself, he has managed to fund his way through 6 of 8 rounds of the ERC.

With the pair leading the Championship by 1 point the funding ran dry, they have had an incredible journey to get this far. Their last event was Barum Czech Rally which had a winning prize fund of €100,000, this could have made all the difference, but sadly was not to be. The pair were leading this rally going into the last stage, when on the last corner of the last stage, the car slid slightly wide losing first position and the prize money by 0.3 of a second. Chris now needs as much support as he can get to finish the season and to stand a chance of being the first British winner of the ERC in 52 years.

There is a GOFUNDME.COM set up by his mum Jo Ingram on his facebook page @chrisingramrally.



Championship Standings

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

Road Rally :

O/A	Driver	Club	Points
1	Mark Lennox	Newtown	444
2	Andy Price	WBCC	418
3	Steve King	WBCC	376
4	Steven Williams	Teifi Valley	373
5	Gerallt Williams	Bala	248

O/A	Navigator	Club	Points
1	Rob Bryn Jones	Clwyd Vale	547
2	Grace Pedley	Knowldale	454
3	Ian Beamond	Newtown	444
4	Michael Hughes	Dovey Valley	435
5	Gary Evans	Matlock	270

Stage Rally :

O/A	Driver	Club	Points
1	Adam Williams	Warrington	901
2	Greg Williams	Warrington	761
3	Andrew Morris	WBCC	704
4	Keith Anglesea	B&B	596
5	John Stone	BSSMC	572

O/A	Co-Driver	Club	Points
1	Rachael Atherton	Warrington	901
2	Jonathon Kennedy	Warrington	790
3	Lewis Griffiths	C&A	724
4	Chloe Thomas	Clitheroe	704
5	Jonathon Cragg	G&P	511

Stage Rally (Forest) :

O/A	Driver	Club	Points
1	Tony Simpson	BTRDA	235
2	Nigel Cay	York	194
3	Steven Ormond-Smith	Manx AS	155
4	Josh Taylor	60 & Worcs	153
5	Gary Cooper	York	147

O/A	Co-Driver	Club	Points
1	Ian Jones	NWCC	251
2	Fred Roberts	York	188
3	Peredur Davies	C&A	149
4	Heather Merryson	60 & Worcs	148
5	Jon Riley	York	144

Autotest :

O/A	Driver	Club	Points
1	Colin Moreton	Knutsford	207
2	Dave Evans	Whitchurch	169
3	Paul Fobister	Rhyl	161
4	Duncan Wild	Knutsford	114
5	Dave Goodlad	Knutsford	92

PCA (U 25):

O/A	Driver	Club	Points
1	James Robinson	U17MC	239
2	Jessica Crawley	Warrington	208
3	Matthew Nicholls	Bolton	196
4	Adam Williams	Warrington	118
5	Will Hughes	C & A	115

AutoSOLO :

O/A	Driver	Club	Points
1	Neil Jones	Bala	239
2	Andy Williams	Knutsford	217
3	Scott MacMahon	U17MC	203
4	Howard Morris	Rhyl	194
5	Chris MacMahon	U17MC	190

Sprint :

O/A	Driver	Club	Points
1	John Wadsworth	NWCC	807.28
2	David Goodlad	Knutsford	802.76
3	Nigel Fox	Clitheroe	795.41
4	Steve Wilson	Longton	794.95
5	Stephen Norton	Longton	752.28

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	230
2	Henry Kitching	Ilkley	188
3	Kevin Roberts	Bala	186
4	Ifan Roberts	Bala	163
5	Sion Griffith	Bala	153

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	174
2	Andy Price	WBCC	166
3	Gerallt Williams	Bala	158
4	Steve King	WBCC	156
5	Steven Williams	Teifi Valley	141

O/A	Co-Driver	Club	Points
1	Ian Beamond	Newtown	176
2	Michael Hughes	Dovey Valley	170
3	Rob Bryn Jones	Clwyd Vale	142
4	Deio Hughes	C & A	125
5	Grace Pedley	Knowldale	121

Historic Road Rally Challenge

O/A	Driver	Club	Points
1	Phil Wood	P&NMC	71
2	Rich Harrison	Knutsford	65
3	Ian Crammond	3 Castles	50
4	Peter Williams	Clwtd Vale	46
5	Arthur Jones	Rhyl	20

O/A	Co-Driver	Club	Points
1	John Yould	B&B	86
2	Matthew Volkes	Knutsford	75
3	Andy Darlington	Clwyd Vale	64
4	Peter Boyce	Knutsford	60
5	Gary Evans	Matlock	23

Allrounders Championship

O/A	O/A Driver	Club	Points
1	David Goodlad	Knutsford	150
2	John Wadsworth	NWCC	149
3	Steve Johnson	U17MC	120
4	James Robinson	U17MC	118
5	James Swallow	Bolton	117

O/A	Junior (U25) Driver	Club	Points
1	James Robinson	U17NW	119
2	Scott MacMahon	U17MC	95
3	Sion Griffith	Bala	92
4	Matthew Nichols	Bolton	88
5	James Williams	Knutsford	81

O/A	Driver - 1000cc	Club	Points
1	Andy Williams	Knutsford	87
2	James Williams	Knutsford	81
3	Jessica Crawley	Warrington	51
4	Andy Crawley	Warrington	40
5	Steve Kenyon	G&PMC	38

Inter-Club Championship

O/A	Club	Points
1	Knutsford	366
2	Caernarvonshire & Anglesey MC	317
3	North Wales CC	309
4	Bala & DMC	307
5	Bolton-le-Moors	295
6	Under 17 MC (NW)	254
7	Clitheroe & DMC	250
8	Ilkley & DMC	242
9	Liverpool MC	219
10	Hagley & DLMC	192

Marshals Championship

O/A	Marshal	Club	Points
1	Tim Millington	Warrington	140
2	Amanda Baron	Accrington	85
3	Laura Jos	C&A	80
4	Catrin Jos	C&A	68
5	David Mitchell	Liverpool	67
6	Rob Jos	C&A	60
7	Jim Livesey	U17MC	59
8	Maurice Ellison	Clitheroe	54
=9	William O'Brien	Warrington	52
=9	Robert O'Brien	Warrington	52

Championship Standings

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

Glynn Edwards Memorial Championship

O/A	Club	Points
1	Caernarvonshire & Anglesey	1062
2	Bala & DMC	953
3	Harlech & DMC	712
4	North Wales CC	578
5	Clwyd Vale	371
6	Rhyl & DMC	230
7	Broughton & Breton MC	158
8	116 CC	126

Ladies Rally Championship

O/A	Driver	Club	Points
1	Jayne Auden - Row	ERO	125.52
2	Cathy Stewart	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	565.39
2	Chloe Thomas	C&A	440.15
3	Heather Merrison	60 & Worcs	421.31
4	Lauren Hewitt	Wigan	340.32
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

REGIONAL CHAMPIONSHIPS FOR CLUB COMPETITORS

(open to members of all ANWCC member clubs)

LOGON TO THE WEBSITE FOR FULL INFORMATION

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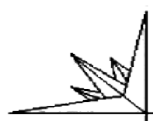
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Association of North Western Car Clubs

AWARDS & PRESENTATION NIGHT

**SATURDAY
25th January**

**HALLMARK HOTEL
Stanley Rd.
Manchester**

More details to Follow



ANWCC CHAMPIONSHIPS 2019

Please check website and organising club for any changes.

STAGE RALLY CHAMPIONSHIP (* Multi-venue)

Feb 9	Jack Neal Memorial	Citheroe & DMC
Feb 9	Ormsco Stages	Manx AS
Mar 3	Questmead	Warrington & DMC
Mar 10	Tour of Epynt	Port Talbot MC
Mar 17	Lee Holland	Pendle DMC
Mar 23	North West Stages *	Motor Sport NW
Apr 7	Lookout Stages	Trackrod MC
Apr 14	SMC Stages	Stockport 061 MC
Apr 21	Warcop Stages	North Humberside MC
May 5	Harlech Stages	Harlech & DMC
May 10	Manx National/Chris Kelly *	Manx AS
May 12	Cetus Stages	Wigan & DMC
May 12	John Overend	North Humberside MC
Jun 30	Enville Stages	Warrington & DMC
Jul 21	Twyford Woods	Mid-Devonshire 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	Knabford & DMC
Jul 7	Greystoke Stages	West Cumbria MSC
Jul 13	Nicky Grist Stages	Quinton MC
Aug 31	Woodpecker	60 & Worcestershire MC
Sep 28	Trackrod Yorkshire	Trackrod MC
Nov 11	Wydean Stages	Forest of Dean MC

ROAD & NAVIGATION RALLY CHAMPIONSHIP

Feb 23/24	John Robson	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	Knabford & DMC
Apr 14	Jubilee Classic	Ilkley & DMC
Aug 12	St Wilfrid's	Ripon MSC
Aug 31	Tour of Clwyd	Clwyd Vale MC

AUTOTEST CHAMPIONSHIP (* inc Clubman)

Jan 13	Autotest *	Rhyl & DMC
Feb 17	Autotest *	Accrington MSC
May 10	Autotest *	Caerns & Anglesey MC
Mar 10	Jon MacKenzie	Hagley & DLCC
Apr 28	Autotest	Rhyl & DMC
May 12	Granny Knot	Walvion & S Staffs CC
May 19	Autotest *	CSMA NW
Jun 23	Autotest *	CSMA NW
Jul 7	Tim Sargeant	Knabford & DMC
(Inter-Association Team Autotest 2019)		
Aug 4	Autotest *	Under 17 MC NW
Sep 1	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 *	Knabford & DMC
Feb 3	PCA *	Bolton-le-Moors CC
Feb 16	PCA *	Under 17 MC NW
Feb 17	PCA *	Accrington MSC/CSMA NW
Mar 10	PCA *	Caerns & Ang MC
Apr 7	PCA *	Warrington & DMC
Apr 14	Easter PCA *	Bala & DMC
Apr 28	PCA *	Rhyl & DMC
May 19	PCA *	Boundless by CSMA NW
May 26	PCA *	Warrington & DMC
Jun 23	PCA *	Boundless by CSMA NW
Jul 13	PCA *	Warrington & DMC
Jul 14	Weardale PCA *	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 *	Knabford & DMC
Feb 3	Autosolo *	Bolton-le-Moors CC
Feb 16	Autosolo *	Under 17 MC NW
Feb 17	Autosolo *	Accrington MSC/CSMA
May 19	Autosolo *	Under 17 MC NW
Jun 23	Autosolo *	CSMA NW
Aug 3	Autosolo *	Under 17 MC NW
Aug 4	Autosolo *	Under 17 MC NW
Sep 14	Autosolo *	Under 17 MC NW
Sep 15	Autosolo *	Under 17 MC NW

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

CAR TRIALS CHAMPIONSHIP

Jun 1	Denwydd Trial 1	Bala & DMC
Jun 2	Denwydd Trial 2	Bala & DMC
Jun 9	Wyre Forest	Kidderminster MCC
Jun 30	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	Fibrate Trophy	Ilkley & DMC
Sep 7	Roberts Trial	Caerns & Anglesey MC
Sep 8	Gaby Mohr	Walvion & S Staffs CC
Sep 22	Ernest Owen Trial	Owen MC
Sep 29	Diagarth Trial	Bala & DMC
Oct 13	Yorkshire Post	Ilkley & DMC

SPRINT CHAMPIONSHIP

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

HILLCLIMB CHAMPIONSHIP

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

INTER-ASSOCIATION EVENTS

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

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

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

Last updated 25 June 2019

ASSOCIATION OF NORTH-WESTERN CAR CLUBS

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

Please register me for the ANWCC Championships 2019

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

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

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

Fees:

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

Signature

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

One Fee gives entry ALL the Championships!
(please include voluntary donation to the ANWCC Marshals Fund)
Ladies & Allrounders Championships are automatically included.
Please make cheques payable to "ANWCC" and send with completed form to Dave Thomas, 11 Maes Canol, Llandudno Junction, LL31 9UX ... or PAYMENT CAN BE MADE BY BACS (see over) and e-mail completed form

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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!

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Jeremy Corbyn walks into a Bank to cash a cheque. As he approaches the cashier he says, "Good morning, Ms could you please cash this cheque for me?" Cashier: "It would be my pleasure. Could you please show me your ID?" Corbyn: "Truthfully, I did not bring my ID with me as I didn't think there was any need to. I am Jeremy corbyn, leader of the Labour Party. Cashier: "Yes, I know who you are, but with all the regulations and monitoring of the banks because of impostors and forgers and requirements of the legislation, etc., I must insist on seeing ID."

Corbyn: Just ask anyone here at the bank who I am and they will tell you. Everybody knows who I am."

Cashier: "I am sorry, Mr Corbyn, but these are the bank rules and I must follow them."

Corbyn, "Come on please, I am urging you, please cash this cheque."

Cashier: "Look sir, here is an example of what we can do. One day, Tiger Woods came into the bank without ID. To prove he was Tiger Woods he pulled out his putter and made a beautiful shot across the bank into a cup. With that shot we knew him to be Tiger Woods and cashed his cheque."

"Another time, Andre Agassi came in without ID. He pulled out his tennis racket and made a fabulous shot where the tennis ball landed in my cup. With that shot we cashed his cheque. So, sir, what can you do to prove that it is you and only you?" Corbyn stands there thinking and thinking and finally says, "Honestly, my mind is a total blank...there is nothing that comes to my mind. I can't think of a single thing. I have absolutely no idea what to do. I don't have a clue." Cashier: "Will that be large or small notes, Mr Corbyn. ?...."

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**Clitheroe
& District
Motor Club**



MARSHALS Needed for MEM

**MELLORS ELLIOT MOTORSPORT
MALTON FOREST RALLY
SUNDAY 3rd NOVEMBER**

Calling all prospective Marshals . .

We desperately require more marshals to attend and help **Clitheroe & DMC** run a successful **Cropton Stage on the 3rd November**.

It will be an early start if you are not staying locally and it might not be shirts off weather but a great entry will help warm the cockles of your rallying heart . . . if you can assist at all please contact myself on email . . .

tonykart54@gmail.com



MEM

MALTON FOREST RALLY

SUNDAY 3rd NOVEMBER 2019

Malton Motor Club are pleased to announce the continued support of Mellors Elliot Motor Sport for their annual forest special stage rally to be held in the Yorkshire forests on Sunday, 3rd November 2019.

This is the 21st consecutive year that Chris Mellors has supported the event which must be one of the longest continuous sponsorship deals in motor sport. MEM prepare Proton rally cars from their base at Bakewell, Derbyshire.

The event will start from Thornton le Dale municipal car park on the Sunday morning and head for three special stages in Cropton, Gale Rigg and Langdale forests.

A service area will be held at Adderstone Field on Dalby Forest Drive before repeating the stages in the afternoon.

The event will finish at Adderstone Field in mid afternoon.

Regulations and entry forms can be downloaded from the club's website

www.maltonforestrally.co.uk

Spectators will be catered for at both Cropton and Gale Rigg forests and detailed instructions will be released shortly before the event.

The event will be marshalled by several hundred volunteers from local and regional motor clubs.

Organised in conjunction with Clitheroe & District Motor Club the event is a counting round of several regional championships. It is anticipated that about 70 cars will participate ranging from World Rally Cars to humble two wheel drive class contenders.

Two wheel drive cars will start first on the road followed by the 4WD brigade.

It is anticipated that about 20% of the entry will be in the historic classes.

**Chief Marshal
Geoff Dean**

**maltonmarshal@gmail.com
07525 193 778**



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



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,
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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

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2-3 November 2019

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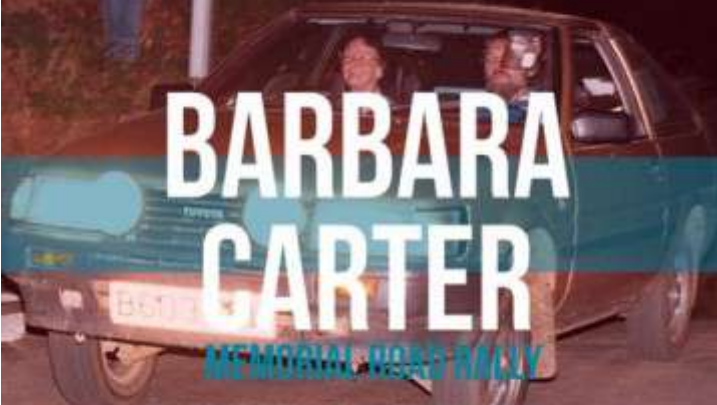
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30TH NOV | 1ST DEC 2019

motor sport UK Recognised Club



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Classics/Collectors

2019

One Make Car Clubs

The Knowldale Autumn Tour

Saturday 5th October 2019

A 75 Mile Non-competitive Run

Catering for Classic & Collectors Cars

One Make/Model Owners Clubs

Start & Finish at Huntsman Inn (A635 Holmfirth)

£20 entry per car

**includes a fully descriptive route book,
Monte-Carlo style rally plate and bacon butties
and tea/coffee at the start venue**

Details and entries at:

www.knowldale.co.uk

Supported by JC Mills Ltd

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.

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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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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	
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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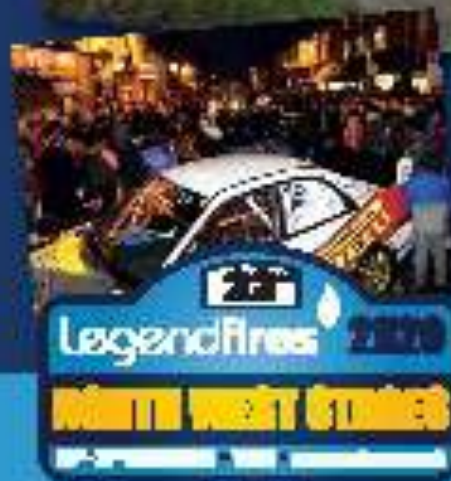
RALLY ACTION

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 Barstang on Friday night will return, as will spectacular, accessible Closed Road Special Stages on the Saturday.

DETAILS WILL BE PUBLISHED ON THE WEBSITE IN DUE COURSE

www.NorthWestStages.co.uk



Acknowledgements

Thanks to all contributors - and a big thanks to
the **Championship Compilers**

Steve Butler	Road Rally
Tracey Smith	Stage Rally
Steve Lewis	League
Alan Shaw	Marshals & U18
Steve Price	Sprint & Hillclimb
Steve Lewis	Individual
Tracey Smith	None Race / None Rally

(not an easy job keeping track of all those events
and competitors from so many different clubs)

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ALL THOSE CLUBS AND PEOPLE
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Terry Martin,	Steve Entwistle,
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Ed Graham	Sam Collis
Niall Frost	Simon Frost
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Mike Garstang	Steve Johnson
Adrian Lloyd	Dave Thomas
Chris Williams	Geoff & Maggy Bateman

Phil James of Pro-Rally, Geoff Bengough
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Keith Lamb (Gemini 9) Ian Davies (Gemini 23)
Peter Langtree (Gemini 48) Tony Jones (Gemini 58)
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Paul Commons : Paul Commons Motor Sport
Duncan Littler Speed Sports Photography
and last but not least, Chairman / Secretary
(& my complaints manager)

Les Fragle

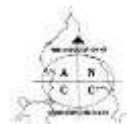
& if I have left you out of the above credits,

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

SD34MSG **Wednesday** **20th November**

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

ANCC



Monday 6th January 2020

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www.ancc.co.uk



Tuesday November 12th

8.00pm

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<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 November edition is
Tuesday the 29th of October
which is due out on

Thursday the 31st October
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**