

December 2019 spotlight



VINTAGE SPORTS-CAR CLUB
THE DRIVING FORCE OF VINTAGE AND HISTORIC MOTOR SPORT

LAKELAND TRIAL



www.sd34msg.org.uk

Volume 10 : Issue 12: December 2019 : Maurice Ellison

Chairman's Chat

Last month I was out on an event at either end of the month. First was the Neil Howard Stages, the first round of the Motorsport News Circuit Rally Championship, which was a good day out doing the Start radio. The end of the month it was like going back 30 years for 3 days on the Roger Albert Clark Rally 19 doing radio duties on Kershope 1 & 2, Twiglees 1 & 2 and Bewshaugh 1 & 2. It was good to see some very interesting historic vehicles and the way the event was run the aim was that if any car was driveable it could continue. There were several cars that had been stopped for an hour plus in a stage but then got going ahead of the Sweeper car or there were cars that didn't complete a stage but were subsequently recovered and they all continued subject to re-scrutineering if necessary. In a nut shell you didn't know what cars to expect on any stage ! There were numerous stages run in the dark but some people hadn't grasped the concept of the dark when they asked radio crews if they had seen number x !! Where I was in Twiglees the cars came straight at my junction before turning 90 left so all I saw were banks of spotlights and even when the cars turned they were that far away, for safety reasons, you would even struggle in the daylight to see read numbers. Sadly the Rallitrack system never worked successfully although in the dark that wouldn't have helped. So bring on RAC 21 for another few days of proper international rallying. I have just one more rally this year and that's the Grizedale Stages on 7th December.

Les Fragle, Chairman, Secretary SD34MSG

Contents

Front Cover : Lakeland Trial

Pg. 2	Chairmans Chat	Pg. 46	Grumpy Old Git
Pg. 3	SD34MSG Contacts	Pg. 47	Grumpy Old Git
Pg. 4	Member Club Contacts	Pg. 48	Inside the Industry
Pg. 5	2019 SD34MSG Championships	Pg. 49	Inside the Industry
Pg. 6	2019 SD34MSG Championships	Pg. 50	Inside the Industry
Pg. 7	2019 Inter-Club League	Pg. 51	Inside the Industry
Pg. 8	Under 18 Championship Registration	Pg. 52	Sprint & Hillclimb Review
Pg. 9	2020 Championship Registration	Pg. 53	Anglesey Sprint Weekend
Pg. 10	2020 Championship Classes	Pg. 54	Anglesey Sprint Weekend
Pg. 11	2019 SD34MSG Calendar & Championships	Pg. 55	Anglesey Sprint Weekend
Pg. 12	2020 SD34MSG Calendar & Championships	Pg. 56	Lakeland Trial
Pg. 13	2020 SD34MSG Calendar & Championships	Pg. 57	Lakeland Trial
Pg. 14	2020 SD34MSG Calendar & Championships	Pg. 58	Lakeland Trial
Pg. 15	2020 SD34MSG Calendar & Championships	Pg. 59	Lakeland Trial
Pg. 16	Around the Clubs : Clitheroe & DMC	Pg. 60	Lakeland Trial
Pg. 17	SD34MSG November Meeting	Pg. 61	NESCRO
Pg. 18	Around the Clubs	Pg. 62	Saltire Classic & Targa
Pg. 19	Around the Clubs :	Pg. 63	Saltire Classic & Targa
Pg. 20	SD34MSG Awards Night	Pg. 64	Saltire Classic & Targa
Pg. 21	ANWCC November Meeting	Pg. 65	Saltire Classic & Targa
Pg. 22	Pokerstars	Pg. 66	Saltire Classic & Targa
Pg. 23	Neil Howard Stages Rally	Pg. 67	Saltire Classic & Targa
Pg. 24	Neil Howard Stages Rally	Pg. 68	Pioneering Prototype
Pg. 25	Neil Howard Stages Rally	Pg. 69	Pioneering Prototype
Pg. 26	Rally of the Tests	Pg. 70	BTRDA Rally 1st
Pg. 27	Rally of the Tests	Pg. 71	For Sale
Pg. 28	Roger Albert Clark Rally	Pg. 72	Motor Sport UK
Pg. 29	Cadwell Park Stages	Pg. 73	Motor Sport UK
Pg. 30	Glyn Memorial Stages	Pg. 74	ALRC EGM
Pg. 31	Glyn Memorial Stages	Pg. 75	Accident Judgement
Pg. 32	Farrington Trophy Rally	Pg. 76	ANWCC 2020 Calendar
Pg. 33	European Rally Champion	Pg. 77	ANWCC 2020 Calendar
Pg. 34	Grass Roots Motorsport : MEM Stages	Pg. 78	ANWCC 2020 Calendar
Pg. 35	Grass Roots Motorsport : MEM Stages	Pg. 79	ANWCC 2020 Championships & more
Pg. 36	Grass Roots Motorsport : High Pennines	Pg. 80	ANWCC 2019 Championship Positions
Pg. 37	Grass Roots Motorsport : Trac Mon Targa	Pg. 81	ANWCC 2019 Championship Positions
Pg. 38	Grass Roots Motorsport : Shilbottle PCA	Pg. 82	ANWCC 2019 Championship Positions
Pg. 39	Gemini Motorsport Team	Pg. 83	ANWCC 2019 Championship Rounds
Pg. 40	Gemini Motorsport Team	Pg. 84	ANWCC 2020 Championships Registration
Pg. 41	Radio Mutterings	Pg. 85	ANWCC 2020 Championships Bits & Bobs
Pg. 42	Radio Mutterings	Pg. 86	British Rally Marshals Club
Pg. 43	Radio Mutterings	Pg. 87	Odds, Sods & Bodkins & Events
Pg. 44	Radio Mutterings	Pg. 88	Odds, Sods & Bodkins & Events
Pg. 45	Radio Mutterings	Pg. 89	Odds, Sods & Bodkins & Events
		Pg. 90	Odds, Sods & Bodkins & Events
		Pg. 91	North West Stages 2020
		Pg. 92	And at long, long last : Meeting Dates



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Comprising the following 11 Clubs



Blackpool South Shore Motor Club
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Chester Motor Club
 www.chestermotorclub.co.uk



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



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



Fylde Motor Sport Club
 www.fyldemotorsportclub.co.uk



Garstang & Preston MC
 www.gpmc.org.uk



High Moor Motor Club
 www.hmmc.co.uk



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



Warrington & District Motor Club
 www.warringtondmc.org



Wallasey Motor Club
 www.wallaseymc.com

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SD34MSG

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Stage Rally Championship

O/A	Driver	Class	Pts	Club	
1	Adam Williams	D	239	Warrington	Y
2	Gregory Williams	A	199	Warrington	Y
3	Paul Munro	D	196	G&PMC	Y
5	James Swallow	D	168	Bolton	Y
4	John Richardson	C	159	Bolton	Y
6	Brandon Smith	C	139	Clitheroe	Y
7	Craig Kennedy	D	137	Warrington	Y
8	John Darlington	D	115	Wigan	Y
9	Simon Bowen	D	93	BSSMC	Y
10	Berwyn Evans	D	82	Accrington	Y
11	Neil Roskell	D	62	G&PMC	Y
12	Peter Jackson	D	56	G&PMC	Y
	<i>Steve Johnson</i>	<i>A</i>	<i>81</i>	<i>U17MC</i>	<i>N</i>
	<i>Dan Woods</i>	<i>B</i>	<i>79</i>	<i>Clitheroe</i>	<i>N</i>
	<i>Neil Wearden</i>		<i>55</i>	<i>G&PMC</i>	<i>N</i>
	<i>Mark Roberts</i>	<i>D</i>	<i>54</i>	<i>Warrington</i>	<i>N</i>
	<i>Steve Kenyon</i>	<i>A</i>	<i>53</i>	<i>G&PMC</i>	<i>N</i>
	<i>Steve Johnson</i>	<i>A</i>	<i>81</i>	<i>U17MC</i>	<i>N</i>
	<i>Andrew Potts</i>		<i>52</i>	<i>Pendle</i>	<i>N</i>
	<i>Dale Thomas</i>	<i>D</i>	<i>33</i>	<i>Clitheroe</i>	<i>N</i>
	<i>Wayne Thomas</i>	<i>D</i>	<i>28</i>	<i>Clitheroe</i>	<i>N</i>
	<i>Kaemen Welsh</i>	<i>A</i>	<i>27</i>	<i>Clitheroe</i>	<i>N</i>
	<i>Richard Bromley</i>	<i>A</i>	<i>27</i>	<i>Warrington</i>	<i>N</i>
	<i>Alex Jackson</i>	<i>A</i>	<i>27</i>	<i>G&PMC</i>	<i>N</i>
	<i>Tony Garrett</i>	<i>B</i>	<i>26</i>	<i>Clitheroe</i>	<i>N</i>
	<i>Chris Marshal</i>	<i>D</i>	<i>26</i>	<i>Wigan</i>	<i>N</i>
	<i>Steve Johnson</i>	<i>A</i>	<i>81</i>	<i>U17MC</i>	<i>N</i>
	<i>Myles Gleave</i>	<i>A</i>	<i>26</i>	<i>G&PMC</i>	<i>N</i>

O/A	Co-Driver	Class	Pts	Club	
	1 Rachael Atherton	D	231	Warrington	Y
=	2 Jonathon Kennedy	D	228	Warrington	Y
=	2 Lauren Hewitt		228	Wigan	Y
	4 Lewis Griffiths		186	Clitheroe	Y
	5 Eric Wilcockson	C	159	Bolton	Y
	6 Jack Mather	D	132	Bolton	Y
	7 Marcus Kennedy	D	110	Warrington	Y
=	8 Rob Bryn Jones		107	Clitheroe	Y
=	8 Terry Martin		107	Clitheroe	Y
=	8 Steve Butler	A	107	Clitheroe	Y
	11 Jonathon Cragg		104	GPMC	Y
	12 Richard Robinson	D	88	BSSMC	Y
	13 James Squires	D	83	Clitheroe	Y
	14 Victoria Swallow	D	81	Bolton	Y
=	15` Mari Haf Evans		79	Accrington	Y
=	15 Andy Robinson	C	79	Bolton	Y
	17 Stephen Landen	D	54	Warrington	Y
	18 Dylan Thomas	C	52	Clitheroe	Y
	<i>Tony Garrett</i>	<i>B</i>	<i>79</i>	<i>Clitheroe</i>	<i>N</i>
	<i>Stephen Holmes</i>		<i>79</i>	<i>Clitheroe</i>	<i>N</i>
	<i>Andy Baker</i>	<i>D</i>	<i>28</i>	<i>GPMC</i>	<i>N</i>
	<i>Dan Woods</i>	<i>B</i>	<i>26</i>	<i>Clitheroe</i>	<i>N</i>
	<i>Tony Vart</i>	<i>B</i>	<i>26</i>	<i>Clitheroe</i>	<i>N</i>

**Following Clitheroe & DMCs
Hall Trophy Stages Rally**

Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
1`	Kris Coombes	E	64	Preston MC	5
2	Danny Cowell	E	61	G&PMC	5
4	Stan Featherstone	E	57	Clitheroe	5
3	David Pedley	S/E	51	Clitheroe	5
5	Stephen Holmes	S/E	34	Clitheroe	5
6	Mark Johnson	E	31	Clitheroe	4
=	9 Charles Andrews	N	31	Preston MC	4
14	James Taylor	E	28	Clitheroe	3
=	15 Ian Swallow	N	26	Bolton	4
	7 Dominic McTear	E	26	Clitheroe	3
8	Ben Mitton	N	25	Clitheroe	4
=	9 Chris Hewlett	S/E	24	Clitheroe	3
17	Paul Turton	S/E	24	Clitheroe	4
11	Dan Sedgwick	E	23	Clitheroe	2
12	Paul Pendleton	S/E	21	Clitheroe	3
13	Jem Dale	E	20	G&PMC	2
=	15 Tony Harrison	E	18	Clitheroe	2
18	John Gribbens	E	13	Clitheroe	2
=	19 Simon Boardman	E	9	Clitheroe	1
=	19 Mark Standen	E	9	G&PMC	1
=	19 Myles Gleave	E	9	G&PMC	1
=	19 Andy Williams	N	9	U17MC	1

O/A	Navigator	Class	Pts	Club	Rds
1	Gary Evans	E	64	Matlock	5
2`	Louis Baines	E	63	Preston MC	5
3	Mark Shepherd	E	62	Preston MC	5
4	Rob Jones	E	60	Clitheroe	4
5	Grace Pedley	S/E	52	Clitheroe	5
6	Sasha Heriot	E	56	Clitheroe	5
7	Ian Graham	E	43	Clitheroe	5
=	8 Steve Butler	E	31	Clitheroe	4
=	8 James Squires	N	31	Clitheroe	5
=	8 Danny Cookson	N	31	Preston MC	4
11	Sam Ambler	E	30	Clitheroe	3
12	James Chaplin	E	27	G&PMC	2
13	Levi Nicholson	N	25	Clitheroe	4
14	Matt Hewlett	S/E	24	Clitheroe	3
15	John Turton	S/E	23	Clitheroe	4
16	Jonathon Webb	E	21	Hexham	2
17	James Swallow	S/E	17	Bolton	3
=	18 Terry Martin	E	13	Clitheroe	2
=	18 Harris Holgate	S/E	13	Clitheroe	2
=	20 Jonathon Webb	E	9	Hexham	1
=	20 Steve Kenyon	S/E	9	G&PMC	1
=	20 Jack Mather	S/E	9	Bolton	1
=	20 Elliott Shaw	N	9	Clitheroe	1
=	20 Phil Shaw	N	9	Clitheroe	1

**Following
Clwyd Vale MCs Farrington Trophy Rally
And Beverley & DMCs Beaver Rally**

Non Race/Rally Championship

O/A		Class	Score	Club
1	James Robinson	A	84.70	U17MC
2	Andy Williams	A	81.83	U17MC
3	Scott McMahon	A	80.37	U17MC
4	Chris McMahon	A	79.92	U17MC
5	Andy Crawley	A	79.89	Warrington
6	Lauren Crook	C	78.93	U17MC
7	Jessica Crawley	A	77.44	Warrington
8	Phil Clegg	E	77.22	Accrington
9	Gary Ross	A	75.17	A&PMCC
10	James Williams	A	70.43	U17MC
11	Stephen Holmes	B	69.72	Clitheroe
12	Andrew Robinson	A	62.09	U17MC
13	Steve Johnson	A	59.99	U17MC
14	Gary Sherriff	B	59.45	Bolton
15	Dave Graves	B	48.08	Bolton
16	Joe Mallinson	B	42.25	A&PMCC
17	Alec Tunbridge	E	42.21	Bolton
18	John North	C	41.46	Bolton
19	Ian Daws	A	40.33	Clitheroe
20	Rob Bryn Jones		37.37	Clitheroe
21	Lauren Hewitt		30.87	Wigan
22	Warren Nicholls	A	30.77	Bolton
23	Stephen Kennel		29.86	Clitheroe
24	Ian Swallow		29.09	Bolton
25	David Goodlad	B	28.20	Bolton
26	James Swallow	B	28.05	Bolton
27	Adrian Fruzynski	D	19.51	Accrington
28	Elliott Shaw	B	17.79	Clitheroe
29	Jack Mather	B	9.08	Bolton



MOTOR SPORT GROUP

CHAMPIONSHIPS

2019

Sprint & Hillclimb Championship

O/A	Competitor	Score	Class	Club
1	K. Calder	84.58	1E	Liverpool
2	David Goodlad	80.67	S	Bolton
3	J. Wadsworth	80.50	S	LAC
4	Nigel Trundle	80.44	1B	G&PMC
5	Nigel Fox	79.70	5	Clitheroe
6	S.Wilson	79.66	S	Longton
7	P.Messer	77.67	S	Clitheroe
8	J Baines	71.67	5	Liverpool
9	R.Thorpe	60.56	1B	Liverpool
10	R.Worrall	51.25	1B	Liverpool
	S.Nicholson	19.73	2	Pendle
	M.Thomlinson	19.73	5	Pendle
	R. Mitchell	10.00	3	Pendle

Final (1/12/19)

Individual Championship

O/A	Competitor	pts	Q	Club
1	Adam Williams	110	Y	Warrington
2	Rob Bryn Jones	109	Y	Clitheroe
3	Jessica Crawley	106	Y	Warrington
4	Lauren Hewitt	99	Y	Wigan
5	Stephen Holmes	90	Y	Clitheroe
6	John Wadsworth	86	Y	Lancs AC
= 7	Andy Crawley	84	Y	Warrington
= 7	David Goodlad	84	Y	Bolton
9	James Swallow	83	Y	Bolton
10	Scott MacMahon	80	Y	U17MC
11	Steve Johnson	79	Y	U17MC
12	Steve Wilson	78	Y	Longton
13	Gregory Williams	73	Y	Warrington
14	Chris MacMahon	70	Y	U17MC
15	James Squires	63	Y	Clitheroe
16	Ian Daws	60	Y	Clitheroe
17	Jonathon Kennedy	57	Y	Warrington
18	Eric Wilcockson	55	Y	Bolton
19	Jack Mather	49	Y	Bolton
20	Garry Sherriff	42	Y	Bolton
21	Marcus Kennedy	35	Y	Warrington
22	Dave Graves	31	Y	Bolton
= 23	Matthew Hewlett	29	Y	Clitheroe
= 23	Stephen Kennel	29	Y	Clitheroe
25	Victoria Swallow	27	Y	Bolton
26	Ian Swallow	25	Y	Bolton
27	Dale Thomas	17	Y	Clitheroe

U18 Championship

O/A	Competitor	pts	Club
1	Jessica Crawley	121	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	1275	1	1
Bolton-le-Moors CC	962	2	2
Warrington & DMC	866	3	3
Liverpool MC	841	4	4
Longton & DMC	806	5	5
U17MC-NW	656	6	6
Wigan & DMC	386	7	=9
Preston MC	235	8	16
Division B		Position	
Club	Points	Div	O/A
Garstang & Preston MC	585	1	7
Airedale & Pennine MCC	386	2	=9
Stockport 061 MC	381	3	11
Blackpool South Shore MC	290	4	12
Wallasey MC	261	5	13
Accrington MSC	248	6	14
Matlock MC	247	7	15
Pendle & DMC	216	8	17
Division C		Position	
Club	Points	Div	O/A
Knutsford & DMC	472	1	8
Knowldale CC	143	2	18
Manx AS	139	3	19
Hexham & DMC	136	4	20
Mull CC	113	5	21
Lancashire A.C.	106	6	22
Lightning MSC	27	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 November 2019

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Tim Millington	291	Warrington	Y
2	Brian Wragg	231	Liverpool	Y
3	Maurice Ellison	187	Clitheroe	Y
4	Amanda Baron	164	Wallasey	Y
5	Sean Robertson	147	Liverpool	Y
6	Tracey Smith	127	Accrington	Y
7	John Harden	124	Liverpool	Y
= 8	Andy Fell	117	Liverpool	Y
= 8	Robert Rankin	117	Liverpool	Y
= 8	David Hunt	117	Liverpool	Y
11	Paul Smith	110	Liverpool	Y
12	Judith Pegram	97	Liverpool	Y
13	Jack Mather	80	Bolton	Y
14	Bill Gray	77	Liverpool	Y
= 15	Robert O'Brien	77	Liverpool	Y
= 15	William O'Brien	77	Liverpool	Y
= 17	Dave Barratt	70	Accrington	Y
= 17	Steve Lewis	70	Clitheroe	Y
19	Alan Shaw	62	Pendle	Y
= 20	Barry Wilkinson	60	Pendle	Y
= 20	Les Eltringham	60	Pendle	Y
= 20	Les Fragle	60	G&PMC	Y
= 20	Rod Brereton	60	Pendle	Y
24	Peter Wright	57	Pendle	Y
= 25	Ian Mather	50	Bolton	Y
= 25	Lindsay Mather	50	Stockport	Y
= 25	Kevin Jessop	50	Liverpool	Y
= 25	Matthew Pegram	50	Liverpool	Y
= 25	Duncan Dixon	50	Liverpool	Y
= 25	Debbie Watts	50	Liverpool	Y
= 25	Ian Mills	50	Pendle	Y
32	Geoff Maine	47	Liverpool	Y
= 33	Steve Smith	40	Accrington	Y
= 33	Ian Curlett	40	Liverpool	Y
= 33	Garry Marriott	40	Wallasey	Y
= 33	Pete Barrett	40	Pendle	Y
37	Phil Howarth	37	Liverpool	Y
= 38	Andy Crawley	34	Warrington	Y
= 38	Jessica Crawley	34	Warrington	Y
= 40	Dave Graves	30	Bolton	Y
= 40	David Mitchell	30	Liverpool	Y
= 40	Chris Woodcock	40	Clitheroe	Y
= 40	Heidi Woodcock	40	Clitheroe	Y
= 40	Ian Swallow	30	Bolton	Y
= 40	Gary Sherriff	30	Bolton	Y
= 40	Dave Collier	30	Liverpool	Y
= 40	Peter Wright	30	Liverpool	Y
= 40	Peter Wilkinson	30	Pendle	Y
= 40	Ken Wilkinson	30	SO61 MC	Y
= 40	Mark Wilkinson	30	SO61 MC	Y
= 40	Peter Schofield	30	Pendle	Y
= 40	Garry Marriott	30	Wigan	Y
= 40	Alan Smith	30	Wallasey	Y
= 40	Sean Flint	30	Wallasey	Y
= 55	Jo Evers	20	Bolton	Y
= 55	Alex Brown	20	Bolton	Y
= 55	Robin Turner	20	Bolton	Y
= 55	Eric Wilcockson	20	Bolton	Y
= 55	Stephen Mather	20	Bolton	Y
= 55	Melanie Morgan	20	Bolton	Y
= 55	David Gee	20	Liverpool	Y
= 55	Mark Jagger	20	Liverpool	Y
= 55	Tom Roche	20	Liverpool	Y
= 55	David Doidge	20	Liverpool	Y
= 55	Mark Jagger	20	Liverpool	Y
= 55	James Sharples	20	Preston	Y
= 55	Julie Sharples	20	Preston	Y
= 55	Peter Sharples	20	Preston	Y
= 55	Terry May	20	Preston	Y
= 55	Graham Williams	20	Wallasey	Y
= 55	Steve Johnson	20	U17MC	Y

Only Showing those Marshals
that Have Qualified (68)
147 Marshals have scored points

2020 SD34MSG Under 18 Championship Registration Form

Name

Address

..... Post Code

e-mail Tel No Home

Mobile SD34 Nominated Club (1 only)

Age on 1st January 2020 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

2020 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

Register on Line at <https://form.jotformeu.com/93331429387362>

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 2020

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 : December

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

Stage Rally Championship 2019

Date	Event	Organising Club

Non Race/Rally Championship 2019

Date	Event	Organising Club
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

Road Rally Championship 2019

Date	Event	Organising Club

Training Dates 2019

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

GAZZARD ACCOUNTS

Registered Agent with HM Revenue & Customs.
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Registered Office :

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

Office Tel No : 0161 643 0151

E-Mail : gazzard.accts@btinternet.com

2020 SD34MSG Calendar : January - April

12-Jan	PCA	Yes	Airedale & Pennine MCC	A&PMCC PCA 1	Rock & Heifer, Bradford
25-Jan	Training	No	Motorsport UK	Marshals training day	Oulton Park
25/26-Jan	Road Rally	No	Malton MC	Ryemoor Trophy Rally	Yorkshire
26-Jan	Training	No	Motorsport UK	Marshals training day	York - Askham Bryan
1-Feb	Stage Rally	Yes	Clitheroe & Dist MC	Jack Neal Memorial Rally	Blyton airfield, Lincs
9-Feb	Autosolo	Yes	Bolton-le-Moors CC	Autosolo 1	3 Sisters, Wigan
9-Feb	PCA	Yes	Bolton-le-Moors CC	PCA 1	5 Sisters, Wigan
9-Feb	PCA	Yes	Airedale & Pennine MCC	A&PMCC PCA 2	Rock & Heifer, Bradford
15-Feb	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 1	Blackburn Services, M65
15-Feb	PCA	Yes	Under 17 MC NW	U17MC PCA 1	Blackburn Services, M65
15-Feb	Training	No		Intro to Marshalling & Fire Training	Blackburn Services, M6
15-Feb	Training	No	Warrington & Dist MC	Marshal/Rescue/Recovery training	
16-Feb	Autosolo	Yes	Accrington MSC	AMSC Autosolo 1	Blackburn Services, M65
16-Feb	Autotest	Yes	Accrington MSC	AMSC Autotest 1	Blackburn Services, M65
16-Feb	PCA	Yes	Accrington MSC	AMSC PCA 1	Blackburn Services, M65
16-Feb	Training	No	Warrington & Dist MC	Marshal/Rescue/Rec training day	
22/23-Feb	Road Rally	Yes	Hexham & Dist MC	John Robson Rally	Northumberland
1-Mar	Stage Rally	Yes	PDMC / GPMC	Lee Holland Stage Rally	Anglesey Circuit,
1-Mar	Stage Rally	Yes	Warrington & Dist MC	Questmead Stages	3 Sisters, Wigan
8-Mar	PCA	Yes	Airedale & Pennine MCC	A&PMCC PCA 3	Rock & Heifer, Bradford
21-Mar	Stage Rally	Yes	MS(NW) Ltd	Legend Fires North West Stages	Lancashire
04/05-Apr	Road Rally	Yes	Clitheroe & Dist MC	Primrose Trophy Rally	Lancashire-Yorkshire
5-Apr	PCA	Yes	Warrington & Dist MC	WarDMC PCA 1	Wern Ddu, Ruthin
12-Apr	PCA	Yes	Airedale & Pennine MCC	A&PMCC PCA 4	Rock & Heifer, Bradford
19-Apr	Stage Rally	Yes	Stockport 061 MC	Altratech SMC Stages	Anglesey Circuit,
20-Apr	Trial	Yes	Airedale & Pennine MCC	Sporting Car trial	Longnor
25-Apr	Sprint	Yes	Liverpool MC	Aintree Spring Sprint	Aintree
26-Apr	Touring Assembly	No	Lancashire Automobile Club	St George's Day Run	
2-May	PCT	Yes	Airedale & Pennine MCC	PCT 1	
2-May	Targa	Yes	Stockport 061 MC	061 Targa Rally	Buxton
10-May	Stage Rally	Yes	Wigan & Dist MC	The CompBrake Motorsport Stages	3 Sisters, Wigan
10-May	PCA	Yes	Airedale & Pennine MCC	A&PMCC PCA 5	Rock & Heifer, Bradford
15+16-May	Stage Rally	Yes	Manx Auto Sport	Manx National RallyChris Kelly Rally	Isle of Man
16-May	Stage Rally	Yes	Knutsford & District MC	Plains Rally	North Wales
16-May	Sprint	Yes	Longton & Dist MC	Sprint 1	Blyton Park, Lincolnshire
16-May	Touring Assembly	No	Lancashire Automobile Club	Fellsman Classic Car Run	
17-May	Sprint	Yes	Longton & Dist MC	Sprint 2	Blyton Park, Lincolnshire
17-May	Autosolo	Yes	CSMA	CSMA Autosolo 1	Lymm Truckstop Jt 20
17-May	Autotest	Yes	CSMA	CSMA Autotest 1	Lymm Truckstop Jt 20
17-May	PCA	Yes	CSMA	CSMA PCA 1	Lymm Truckstop M6 J20
24-May	Trial	Yes	Airedale & Pennine MCC	Yorkshire Dales Classic Trial	Pateley Bridge

Sprint & Hillclimb

Stage Rallies

Road Rallies

Non Race/Rally

Training

Classic & Targas

Others

2020 SD34MSG Calendar : May - August

6-Jun	PCT	Yes	Airedale & Pennine MCC	PCT 2	
6-Jun	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 1	Barbon
13/14-Jun	Road Rally	Yes	Garstang & Preston MC	Memorial Road Rally	Lancashire-Yorkshire
14-Jun	Sprint	Yes	Longton & Dist MC	Sprint 3	3 Sisters, Wigan
14-Jun	PCA	Yes	Airedale & Pennine MCC	A&PMCC PCA 6	Rock & Heifer, Bradford
14-Jun	Stage Rally	Yes	Blackpool SSMC	Keith Frecker Stages	Weeton Barracks
14-Jun	Touring Assembly	No	Lancashire Automobile Club	Manchester to Blackpool Classic Car Run	
15-Jun	PCA	Yes	Warrington & Dist MC	WarDMC PCA 2	Wern Ddu, Ruthin
19+20-Jun	Stage Rally	Yes	Mull Car Club	Argyll Rally	Scotland
20-Jun	Touring Assembly	No	Pendle & Dist MC	Summer Touring Assembly	
21-Jun	Autosolo	Yes	CSMA	CSMA Autosolo 2	Lymm Truckstop M6 J20
21-Jun	Autotest	Yes	CSMA	CSMA Autotest 2	Lymm TruckstopM6 Jt20
21-Jun	PCA	Yes	CSMA	CSMA PCA 2	Lymm Truckstop J20
26-Jun	Sprint	Yes	Longton & Dist MC	Sprint 4	Anglesey Circuit,
27-Jun	Sprint	Yes	Liverpool MC	Aintree Summer Sprint	Aintree
4-Jul	PCT	Yes	Airedale & Pennine MCC	PCT 3	
4-Jul	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 2	Barbon
5-Jul	Stage Rally	Yes	Warrington & Dist MC	Enville Stages Rally	Anglesey Circuit
11-Jul	Touring Assembly	No	Lancashire Automobile Club	Coast to Coast Classic Car Run	
12-Jul	PCA	Yes	Airedale & Pennine MCC	A&PMCC PCA 7	Rock & Heifer, Bradford
18-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 2	Blackburn Services, Jt 4
18-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 2	Blackburn Services, Jt 4
18-Jul	Training	No		Fire training	Blackburn Services, Jt 4
19-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 3	Blackburn Services, Jt 4
19-Jul	Autotest	Yes	Under 17 MC NW	U17MC Autotest 1	Blackburn Services, Jt 4
19-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 3	Blackburn Services, Jt 4
19-Jul	PCA	Yes	Warrington & Dist MC	WarDMC PCA 3	Wern Ddu, Ruthin
19-Jul	PCA	Yes	Hexham & Dist MC	The Northern Dales PCA	
19-Jul	Hillclimb	No	Mid-Cheshire MC	Scammonden Dam Hillclimb	Scammonden Dam,
25-Jul	PCT	Yes	Airedale & Pennine MCC	HawPike PCT	
1-Aug	PCT	Yes	Clitheroe & Dist MC	Burnthouse PCT	
9-Aug	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks
9-Aug	PCA	Yes	Airedale & Pennine MCC	A&PMCC PCA 8	Rock & Heifer, Bradford
5-Aug	Hillclimb	Yes	Pendle & Dist MC	Scammonden Dam Hillclimb	Scammonden Dam,
23-Aug	PCA	Yes	Warrington & Dist MC	WarDMC PCA 4	Wern Ddu, Ruthin
31-Aug	Autosolo	Yes	Bolton-le-Moors CC	Autosolo 2	Ormskirk

Sprint & Hillclimb

Stage Rallies

Road Rallies

Non Race/Rally

Training

Classic & Targas

Others

2020 SD34MSG Calendar : September - December

04+05-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Prom
5-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree
6-Sep	Sprint	Yes	Longton & Dist MC	Sprint 5	3 Sisters, Wigan
12-Sep	PCA	Yes	Under 17 MC NW	U17MC PCA 4	Blackburn Services Jt 4
12-Sep	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 4	Blackburn Services, Jt 5
13-Sep	PCA	Yes	Under 17 MC NW	U17MC PCA 5	Blackburn Services Jt 4
13-Sep	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 5	Blackburn Services, M65
13-Sep	Autotest	Yes	Under 17 MC NW	U17MC Autotest 2	Blackburn Services, M65
13-Sep	PCA	Yes	Airedale & Pennine MCC	A&PMCC PCA 9	Rock & Heifer, Bradford
19/20-Sep	Road Rally	Yes	Clitheroe & Dist MC	Taybridge Clitheronian Rally	Lancashire-Yorkshire
3-Oct	Sprint	Yes	Longton & Dist MC	Sprint 6	Anglesey Circuit
4-Oct	Sprint	Yes	Longton & Dist MC	Sprint 7	Anglesey Circuit
10+11-Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull
11-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
11-Oct	PCA	Yes	Airedale & Pennine MCC	A&PMCC PCA 10	Rock & Heifer, Bradford
18-Oct	PCA	Yes	Warrington & Dist MC	WarDMC PCA 5	Wern Ddu, Ruthin
06+07-Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
7-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Stages 2019	Oulton Park
8-Nov	PCA	Yes	Airedale & Pennine MCC	A&PMCC PCA 11	Rock & Heifer, Bradford
15-Nov	Stage Rally	No	CDMC / Malton MC	Malton Forest Rally	
29-Nov	Stage Rally	Yes	Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs
5-Dec	Training	No		FMOS & Fire Training	Blackburn Services, M65
5-Dec	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 7	Blackburn Services, M65
5-Dec	PCA	Yes	Under 17 MC NW	U17MC PCA 7	Blackburn Services, M65
6-Dec	Autosolo	Yes	Accrington MSC	AMSC Autosolo 2	Blackburn Services, M65
6-Dec	Autotest	Yes	Accrington MSC	AMSC Autotest 2	Blackburn Services, M65
6-Dec	PCA	Yes	Accrington MSC	AMSC PCA 2	Blackburn Services, M65
13-Dec	PCA	Yes	Airedale & Pennine MCC	A&PMCC PCA 12	Rock & Heifer, Bradford

Sprint & Hillclimb

Stage Rallies

Road Rallies

Non Race/Rally

Training

Classic & Targas

Others

SD34MSG 2020 Championship Rounds by Discipline at a Glance

Sprint & Hillclimb Championship 2020

[illegible]

Non Race/Rally Championship 2019

[illegible]

Stage Rally Championship 2020		

[illegible]

Road Rally Championship 2019

[illegible]

Training Dates 2020		

Date	Event	Venue

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 December

3rd December

Scatter (R7)

Last one of 2019

Maps 102, 103, 97 & 98

**First car away from
Tony Harrisons Garage,
Bentham**

20:00

Sign on From 19:45

Tuesday 10th December 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 17th December Christmas Party £17:50pp Tickets from Heidi

What happened at CDMC in November

AGM

November 5th

Yet another excellent year for Clitheroe & DMC - Financially, Competitively, Organising Events, Club Nights, Recruiting even more new members and we now have around 50% of members under 30yrs old.

One new Committee member - Matthew Hewlett (18yrs old)

At the Committee night following the AGM Matt Broadbent stood down as Vice Chairman (Too much time spent Jet Setting around the world visiting Countries as part of his Job that he feels he is neglecting his Club duties !)

Tony Vart was voted in as the New Vice Chairman

2019 Scatter Rally Series Following R6 November 19th

Drivers			Navigators		
O/A	Competitor	Pts	O/A	Competitor	Pts
1	Ben Mitton	137	1	Levi Nicholson	118
=2	Paul Pendleton	93	2	James Squires	94
=2	Matt Simon	93	3	Harris Halgate	93
4	Paul Redford	84	4	Sam Ambler	78
5	Dan Sedgwick	71	5	Georgie Cotton	63
6	Matt Hewlett	66	6	Alivia Corps	59
7	Steve Cotton	63	7	Francesca Redford	54
8	Mark Walker	50	8	Tommi Meadows	53
=9	Phil Shaw	33	9	Terry Martin	46
=9	Jason Marriott	33	10	Jez Turner	37
11	Mark Johnson	37	=11	Mark Dobson	33
12	Domonic McTear	30	=11	Elliott Shaw	33
13	Connor Stapleton	25	=13	Connor Stapleton	30
=14	Tony Vart	23	=13	Paul Redford	30
=14	John Gribbon	23	=13	Dan Sedgwick	30
=14	Gareth Shepherd	23	16	Maurice Ellison	23
=17	Colin Blunt	20	=17	Liam O'Kane	20
=17	Danny Poole	20	=17	Derek Lewin	20
19	Rob Cotton	18	19	Ernie M	18
=20	Stephen Holmes	17	=20	Martin Daws	17
=20	Matt Furbish	17	=20	Sam Mitton	17
22	Sam Coombes	16	22	George Postlethwaite	16
23	Nick Bulmer	14	23	Ben Williams	14
24	Connor Stubbs	13	24	Nick Melsome	13

Tuesday 26th November

Recent Events Forum



Another good night at CDMC as we listened to feedback from various events.

Terry Martin and Martin Oglesby both enjoyed decent finishes on the Clubman section of the RAC with Tel actually having a pre-rally drink that didn't contain alcohol...his hands were still shaking!! Both reported some rough sections but thought it was good value and Martin was really pleased to get to the finish in his gorgeous Opel Kadett GTE in what was his first gravel event as a driver for the best part of forty years!

Heidi Woodcock stressed the importance of "First on the Scene" training as she recounted an incident at the recent Cadwell event - all I can say is well done and you are a credit to the marshalling community Heidi!

Enrol as soon as you can folks- it can save someone's life.

James Squires talked us through a very slippery Blyton that seemed to involve lots of 4 wheel drive opposite lock and errant skirts (ooh err missus) whilst Paul Buckel got yet another moan in about being made to drink award winning craft beer from Yorkshire whilst attending the Malton Forest Rally! Marshalling was a general discussion topic as Boss Hogg thanked the small team of stars who ensured the Blyton event ran successfully...it is getting harder and harder to recruit folks especially in October/November due to a multitude of events at this time.

Finally we gave Johnson/Butler a good listening too as yet again the Micra pirouetted its way round Blyton with "J Turn Johnson" displaying his full repertoire of auto-test honed skills whilst Steve B laughed on . . . both thought the event was a good as it gets for a days fun at a decent cost .

Well done to CDMC yet again!

SD34 MSG Bi-monthly Meeting Highlights 20th November 2019

- The MSUK, ANWCC and ANCC 2020 registrations had been paid.
- Dates 2019. There was a comment that people had complained that the Beaver and Farrington Trophy Rallies has run on the same date and both were in the Road Rally Championship. The compiler reported that he had contacted all the contenders beforehand and no-one had adversely commented. It was also commented that clubs should not cancel events once they have been included in a championship but it was assured that no clubs would cancel events except under exceptional circumstances.
- Date 2020. The majority of dates for events next year had been submitted and those clubs outstanding in doing so were encouraged to send in their dates.
- No PR issues were raised.
- Proposals for championship rules were discussed. The proposal to restrict clubs to running 6 Non Race/Rally events in the calendar each year was rejected. Various proposals to the General, Inter-Club League and Individual Championship rules were accepted with a couple of amendments.
- At the last ANCC meeting Hugh Chambers held a question and answer session as well as presenting the vision for Motorsport UK. The numbers of permits and licences issued have been falling over the past 10 years. There has been little investment in the sport. The 2020 fees have gone up significantly but it will be to the benefit of the sport. Sprint and Hillclimb events are no longer classed as a grassroots sport. It was noted that MSUK are open to anyone's comments and people will get a response.
- At the last ANWCC meeting clubs were reminded of the Club Development Fund which still has much money available. Last year £102,000 had funded 44 applications. Fire proof clothing is now being recommended for use in sprints.
- The 2019 Awards Presentation Evening will be held on 10th January 2020 at the Antrobus Golf Club. Compilers were asked to get their final championship positions as soon as possible so the trophies can be organised. All clubs were encouraged to sell tickets to their members and clubs to donate raffle prizes. Any nominations for the Brian Molyneux Award should be submitted to the Secretary.
- Clubs were reminded that attending a First on Scene course is very beneficial.
- Chris Woodcock and Steve Johnson are now on the Motor Sport Council. The role of the MSC is changing but it is well worth two of our club delegates being on the Council.
- There was a reminder that the Chairman and Secretary and Sprint and Hillclimb Championship Compiler are standing down at the end of the year so successors are required. Steve Johnson offered to act as Chairman but would not also be Secretary and the Group cannot continue without a secretary.
- The next SD34 MSG AGM and Bi-monthly meetings will be held on Wednesday 15th January 2020 at The Poachers, Bamber Bridge.

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

18th December

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

Warrington & DMC



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

www.warringtondmc.com

Bolton-le-Moors CC

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



Matlock MC

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



Regular meetings are held on the
second and fourth Mondays of each month

NB New Venue

Park Hotel

625 Wigan Rd

Ashton-in-Makerfield

WN4 0BY

www.wiganmotorclub.org

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



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

The Poachers,

Cuerden Way,

Bamber Bridge, PR5 6BA

Hexham & DMC

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

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



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

Monday 2nd December
19:00 - 22:30

Scatter T196

Tim Burge & Stephen Boyde

Monday 9th December



The Kilton Inn
Bucklow Hill Lane
Knutsford
WA16 0PZ

**2020 Annual Dinner
& Awards Night**
Friday 21st February
18:00 - 23:30



WALLASEY MC

The Club Meets Every Monday
at 9-pm.

Port Sunlight Village Social Club,
Bridge St, Port Sunlight, CH62 4UP

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

2019 Awards Night
Friday
21st of February
2020

for tickets & Menu Options
Contact David Nolan

£21.50 pp
19:00 for 20:00

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

Longton's Annual Dinner and Presentation of awards takes place on Saturday January 18, 2020. The fun starts at 6.30 for 7.30 and as usual the event is at Barton Grange Hotel, Barton, Preston, PR35AA. Tickets are £30 each and can be booked online at www.longton-dmc.co.uk



MOTOR SPORT GROUP

Awards Night

Organised by

WDMC
WARRINGTON & DISTRICT
MOTOR CLUB

**Friday 10th of
January 2020**

ANTROBUS GOLF CLUB

Fogg's Lane,

Northwich,

Cheshire, CW9 6JQ

Hot Pot Supper
8:00pm for 8:30pm

£10 pp

Tickets

available from
Maurice Ellison

Email :

sd34news@gmail.com



The Chairman, Bob Milloy, welcomed all delegates to the meeting and our 'extra' special guests this meeting – our President Allan Dean-Lewis. Bob continued to congratulate Helen Bashford-Malkie on her appointment to Motorsport UK Board and also Steve Johnson on his appointment to Council and Chair of Autotest Committee.

Allan Dean-Lewis commented that it was wise to be back with so many friends! And then gave a brief report on British Motor Sport Training Trust that is a registered UK charity. The Club Development Fund started in 1995 due to windfall from HMRC. In 2015, things changed and since then they looked at how they could fund training days. Found that the Training Trust could take over Rescue, Recovery and also venue funding – meant the MSA had a large pool of extra funding.

2019 - £132,761 – Safety Development Fund

44 applications

10 clubs in ANWCC benefitted, to £28,000

£230,000 budget for 2020 training days.

Medicals are now 60 with some licences.

E-Mail from Competitions & Clubs about status/licences went to 740 club secretaries and the idea was that they disseminate out.

Clubman – Clubman

National B – Interclub

National A – National

International – International

Universal licencing – Motorsport UK have direct dialogue with other ASNs.

RS Clubman – no photo on the licence, 2 page application form. 18 and over for both occupants, must be a club member, will then get PDF with licence copy and there will be no non-production of licence fee.

Motorsport UK have received quite a lot of positive responses, 35 complainants and a lot of those complain about everything!

There is a Q&A document on Motorsport UK website - <https://www.motorsportuk.org/2020-licence-restructure-qa/> Hugh Chambers is asking clubs what do you want? Email in response to hugh.chambers@motorsportuk.org.

Allan Dean-Lewis commented that we have been having a good debate tonight about this; however subscriptions in clubs hasn't changed for the past 10 years, so not keeping up with pace on costs – even if only RPI year on year and then have a mountain to climb with any increase.

The following clubs have joined ANWCC:

Clowne & District Motor Club - <http://www.clownemotorclub.org.uk/Home.html>

Ormskirk & District Motor Club - <http://www.ormskirkanddistrictmotorclub.co.uk/>

Championships

Dave Thomas reported that 133 events have been held so far, with 16 events to go.

Renewals for 2020 – only 32 have used the online form and 18 for the events – makes it a lot easier if everyone uses the online form please.

Planning to have a Targa Road Rally Championship – events will need to be Interclub status.

Mini Cooper Challenge – John Goff and Rally Me.

Marshal draw winners:

August – David Mainprize September – Jamie Mac-tavish
October – William O'Brien

Next Meetings

11th February, 12th May, 11th August & 10th November

Hexham & District Motor Club



Motorsport.Gifts

JOHN ROBSON / HEXHAM HISTORIC RALLY 22nd and 23rd of February 2020

Hexham and District Motor Club are pleased to announce the running of the John Robson / Hexham Historic Rally 2020.

- 140 Mile 99% Tarmac Route Using The Best Lanes of Northumberland.
- Results by Matthew Atkinson's Rallies Info
- Unique Early Finish, First Car Back by 02:30
- IN ANCC, SD34, ScottishAMC, ANWCC and also ANWCC and ANCC Historic Rally Championships.
- Simple No Nonsense Navigation
- Beginner Class with Marked Maps



Image courtesy of Jez Turner

2019 Winners – Richard Hunter / Ian Tullie

- Regulations available from the 1st of January 2020 from the Hexham and District Motor Club Website and Facebook Page.



Knowldeale Car Club



Every Tuesday night from 9pm
at Milnrow Cricket Club

Forthcoming Events: Tuesday 17th December

Christmas Curry night at Milnrow Balti

Announcing the Knowldeale 20/20

Twenty events for 2020
commencing with



The John Clegg Mini Miglia Tour

Classics/Collectors
Supported by

2020

One Make Car Clubs
JC Mills Ltd

Saturday 14th March 2020

Details and entries at:
www.knowldeale.co.uk

Manx Autosport

POKERSTARS Rally

8/9th November

Kevin Jeffray

Putting the disappointment of not finishing the Jersey Rally behind us, we headed for my second home, the Isle of Man, for Manx Autosports Pokerstars Rally

The weekend didn't start well, with thursdays afternoons boat having been cancelled due to adverse weather (little did we know the word cancelled would pop up so many times over the weekend)

Arrived in Douglas on Friday morning and up to the grandstand to unload. Noise check and scrutineering done, it just gave us time for one pass of each stage before the evening start

That word appeared again, with both SS1 and 2, cancelled due to accidents. SS3 went ok apart from a quick trip up a bank on black ice. SS4 was shortened due to various accidents caused by the worsening conditions, although we didn't think it was that bad

Back to service to be told that (here it is again) the rest of the night stages would be cancelled due to weather 36th o/a wasn't to bad

Saturday morning dawned wet and windy, but at least it was a little warmer. First stage would be one of my all time favourites, Druidale. But guess what, yep, cancelled due to accident. What is it with these so called top drivers who obviously can't

Their were 2 more stages before service. The first in Starvey went ok, apart a tree trunk in the road and then a battered evo 10 mtrs further on. We picked up a front puncture on the next one down the Baldwin's, but continued to end losing about 30 seconds.

With another run over the loop of 3 stages after service, we continued to gain places as we picked up the pace with a change of front tyres.

Back to service to find cover from gazebo had decided to go for a fly round

With 3 stages to go before the finish, we pushed on down a streaming wet Druidale. With combination of aquaplaning and lurid slides we some how managed to catch our minute man as we came over the flying finish.

Then with Starvey completed, we were told that the final stage was cancelled and to return to Douglas

26th o/a and 7th in class was our just reward

A big thanks to organisers but a even BIGGER THANKS to all those that stood out in terrible conditions this weekend so we could play

Top job by Iain on the notes, who gets better and better as each event goes by.

Keith for leaving us on our own this weekend (you were missed big man)

Back home tomorrow to continue preparations for the big one in 10 days time. 330 stage miles of this years RAC Rally

Let's just hope that word doesn't appear again

Oh yes nearly forgot. Trusty Tara the Toyota who brought us home safely. 5 finishes out of 6 this year

Kevin Jeffray



Bolton-le-Moors CC Neil Howard Stages

Oulton Park
2nd November 2019

Penrith-born rally driver Frank Bird's hopes of a dream start to the Motorsport News Circuit Rally Championship with MSVR were dealt a cruel blow when he was forced to retire from the Neil Howard Memorial Stages Rally in association with Graham Coffey Solicitors held at Oulton Park today whilst leading.

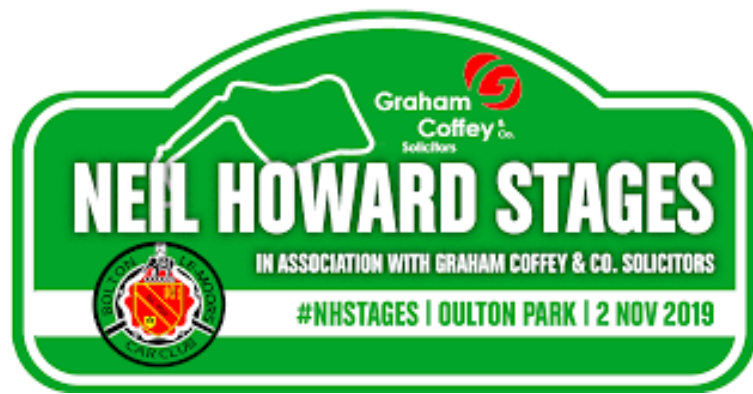
For four stages, the 20-year-old Cumbrian, along with Hexham co-driver Jack Morton in the Dom Buckley Motorsport/IRS-prepared Ford Focus WRC07, with backing from Frank Bird Poultry and PBM, were showing the opposition a clean pair of heels, leading the event by ten seconds after setting fastest time on two of the opening four stages.

But on the fifth stage came disaster when they suffered a turbo problem and although they limped to the end of the stage, it was game over meaning a frustrating end to the opening round of the series.

Despite his disappointment, Bird took consolation of leading some of the country's best drivers until his unfortunate retirement and although he will miss the next round at Cadwell Park, he plans on returning for round three and the Cobble Shop Knockhill Stages Rally on December 8th.

Frank Bird: "It was a disappointing finish to the day, but we showed really good pace beating some of the top guys and leading the rally at the halfway point. I felt comfortable but then we suffered a problem with the car on SS5 which led to retirement. These things happen and although it's frustrating, we move on but thanks as ever to Jack who was on top form, all the Buckley boys, dad and all our sponsors."

Photos Courtesy of Chicane Media



Two cannibals meet one day. After talking about their days, they start, as we all do, to discuss their problems.

The first cannibal says, "You know, I just can't seem to get a tender Missionary. I've baked them, I've roasted them, I've stewed them, I've tried every sort of marinade. I just can't seem to get them tender."

"What kind of Missionary do you use?" The second cannibal asks,

The other replied, "You know, the ones that hang out at that place at the bend of the river. They have those brown cloaks with a rope around the waist and they're sort of bald on top with a funny ring of hair on their heads."

"Ah, ah!" the second cannibal replies.

"No wonder... those are friars!"

The mother of a 17-year-old girl was concerned that her daughter was having sex. Worried the girl might become pregnant and adversely impact the family's status, she consulted the family doctor.

The doctor told her that teenagers today were very wilful and any attempt to stop the girl would probably result in rebellion. He then told her to arrange for her daughter to be put on birth control and until then, talk to her and give her a box of condoms.

Later that evening, as her daughter was preparing for a date, the woman told her about the situation and handed her a box of condoms.

The girl burst out laughing and reached over to hug her mother saying: "Oh Mom! You don't have to worry about that! I'm dating Susan!"

Bolton-le-Moors CC **Neil Howard Stages**

**Oulton Park
November 2nd**

Paul finds the accelerator

It's been a while since I've sat at my desk and wrote a rally report, but I simply can't take any more of Mo and his whining so here we go!

Alongside Paul Gorge, I will be competing in the full MSN Circuit Rally Championship in the wonderfully prepared Sheard Autosport Mazda MX-5. Yes, I can already hear you shouting 'hairdresser car' I did the same, but honestly these little Mazda's are pocket rockets and SO fun to compete in – you should definitely get in touch with Paul Sheard himself about hiring one for an event! *Shameless advert there, hopefully Mr. Sheard pays me for that!*

Round one saw us head to a very damp Oulton Park for the Neil Howard Stages, for this season we would be competing in the MK1 MX-5, so this event would be a learning curve for Paul as it was only his second time behind the wheel of the 1600cc machine, and he is used to driving something more like a 71bhp Dacia Sandero!

SS1 went without hiccup, and saw us leap from our #81 seed up into 48th overall and 4th in Class B, so it seemed like good things were to come! SS2 saw us catching Adam & Ray Ripper in stage, this was until Adam decided he wanted to attempt a Dukes of Hazzard style shortcut ahead of us over a grass bank – remember to shout yee-haw next time lads! We exited the stage to quite a bit of smoke from the front end, but this was quickly rectified by a lightning quick rad change by the Sheard Autosport team.

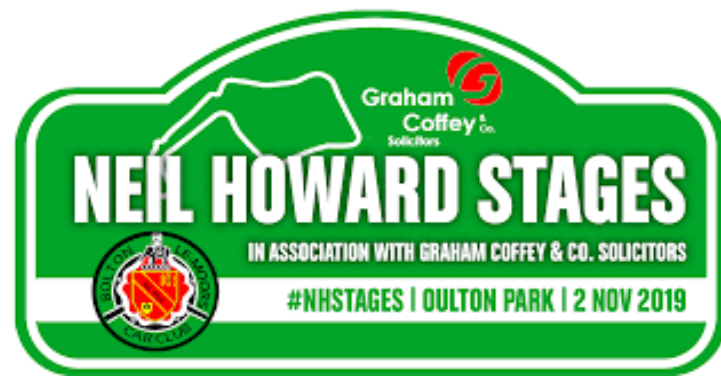
So you are maybe wondering about the title of this report, 'Paul finds the accelerator', well let me explain. Whilst sat waiting to begin SS4, a small voice comes across the intercom system to say; "You are going to laugh at me for this, but hear me out..." immediately I start to come up with all sorts of scenarios in my head, but no, Paul continues to explain; "I only realised in Stage 3 that the accelerator goes further down than I've been pressing it". At first I thought this was a joke, and perhaps he was admitting he drives like my Grandmother, but no, Paul had found out during SS3 that he hadn't been applying 'full throttle' at any point during the opening stages and claims there was a tiny bit of resistance before the peddle could be fully depressed – take from that what you will!

With this new found 'super-throttle' we pushed our way through the remaining six stages, consistently gaining positions and passing cars in stage. It was a hard fought class battle, with us jostling for 2nd – 4th throughout with some much more modern machinery, we managed to come out of the final stage in a fantastic 40th overall out of 98 starters, and 2nd in Class B, with 3rd & 4th in class just 9 seconds behind us!

We hope to have entertained the spectators along the way, especially on the internal 'drift track' section where I managed to pull off a few waves to the crowd out of the window whilst Paul held some power slides – I bet his Dacia can't do those!

As always, a huge thank you to the legendary marshals and event organisers for allowing us all to have fun, and a big shout out to the Sheard Autosport lads and our sponsors for keeping us going!

Dan 'Deadly Serious' Hurst



Bolton-le-Moors CC

Neil Howard Stages Rally

Oulton Park

2nd November

It was back to Oulton Park race circuit for the Neil Howard Stages Rally as the RED Industries, Adgespeed, ABR Fabrications backed rally team of Adrian Spencer continue to get more miles in the new Subaru Impreza WRC replica. Back with Mark Hewitt in the co-drivers seat after a 2 year break from the sport the team soon settled in. As usual Oulton park in

November is wet and miserable and this year was no exception. At least it meant that tyre choice wasn't a problem as it was wets all the way, Seeded at car 14 and with a very strong entry with WRC, R5's, Top spec Escorts etc, as it was the 1st round of the Motorsport News Circuit Rally championship it was going to be a tough challenge as the new engine/turbo package unfortunately couldn't be fitted in time, so the decision was made to stick with the 121,000 mile standard engine, so hanging on to the seeding could prove a challenge as the organisers still thought the car was a genuine S11 rather than the replica shelled car Adrian now has.

Then it was off for the 1st stages which incorporated the in-field drift circuits where there is hardly any grip due to high glass content in the tarmac and staying on the track is always a challenge. Having learnt from previous events there being neat and tidy is a good way forward on those. Adrian and Mark were off to a steady start not wanting to make any mistakes and never having driven the car in the wet it took sometime to get to grips with it and after the 1st 4 stages they were down in 23rd O/A. However they were having a great laugh together as they slid around Oulton Park.

Adrian was disappointed with his performance so after giving himself a good talking to, they carried on with stages using the water splash and what ever Adrian said to himself obviously worked as the times improved to move them up to 15th O/A by the end of stage 7 which they held on to until the end of the 9 stages which comprised the rally.

As usual the car ran faultlessly all day and with no damage to the car it was a great days rallying for Adrian and Mark to enjoy. Hopefully the new engine/turbo package would be fitted before the next rally the Hall Trophy Rally to held at Blyton which the team are looking forward to in 3 weeks time.

Adrian Spencer : Wigan & DMC

Paddy gets stopped on the motorway towing a horsebox.

Policeman asks him where he is going.

Paddy replies "I'm going to the races."

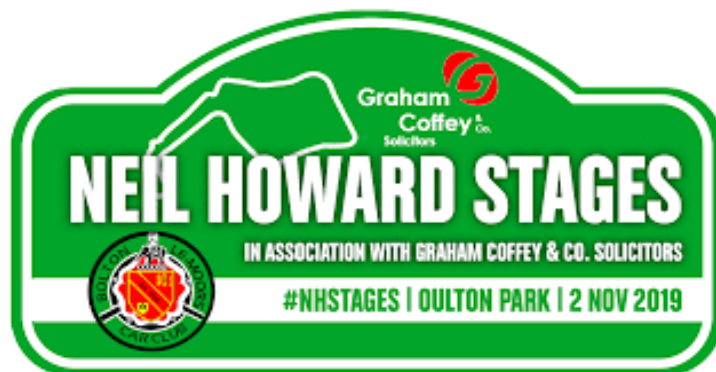
"But the horsebox is empty" says the policeman.

"I know" says paddy "I'm taking the non runner's first"

Went to the sperm donor clinic the other day.

The nurse said, "Can you do your stuff in the cup please."

I said "I know I'm good, but don't think I'm ready for a knockout tournament yet !"



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The RAC Rally of the Tests

When 1964 Monte Carlo Rally winner Paddy Hopkirk agreed loaned his Mini Cooper S 6 EMO to Steve Entwistle for the RAC Rally of the Tests, he did it on one condition.

"They'd better win!" he pronounced.

And after finishing third and second of previous Tests, Steve and navigator Mark Appleton made it onto the top step of the podium with a superb victory on the 2019 event.

They did it in fine style too, leading from start to finish in what was acknowledged as the toughest Rally of the Tests ever.

After a champagne celebration at the Chester finish, Steve's first thought was to ring his mentor.

He said "I wanted to give Paddy the news firsthand, so interrupted him on his cruise to tell him, he seemed pretty pleased!"

Organisers HERO laid out a 750 mile route starting in Torquay and finishing in Chester, with overnight halts in Bristol and Chester.

With 30 special tests and 22 regularities packed into 13-hour days, it's no wonder competitors described it as "bloody gruelling".

A short Prologue on Thursday night sorted the seeding for day one, and Steve and Mark soon made their intentions clear.

As rain plus extra leaves from the recent high winds made the going difficult at times, they made a good start, leading from the flying Opel Ascona of Dutch crew Alexander Leurs and Bas de Rijk.

Steve reckoned even the first test around the Exeter Race Course was ready to catch crews out: "It was green, it didn't help that we were first car in, but I had one big moment in there!"

Following the relatively gentle Prologue on Thursday, the RAC Rally of the Tests hit its full stride on Friday with a hammering ten tests and seven long regularities.

The first two tests were back at Exeter Racecourse early on Friday morning, this time in the daylight, and they were a wake-up call. The first test was a real high-speed blast that required commitment in the long sweeping turns, then total car control in test two, a high-speed slalom on gravel and broken tarmac. One section contained a quite disturbing dip that pitched the cars into buckaroo-style yaw, but most kept the throttle pushed down hard to ensure the car pulled through.

The regularities caused consternation right through the long day as tricky sections over narrow, slippery roads tested the best. A hidden timing point on a triangular road on regularity three caught out even the top navigators as they went the wrong way.

As the challenge has increased so did the level of competition, But Steve and Mark shrugged that off to lead by 20 seconds from a new second-place crew, Mike and Matthew Vokes in a Ginetta G15.

"We are just pleased to hold on after a tough day but it's still very tight, and 20 seconds can go in a blink of an eye," admitted Mark.

Day two featured two highlights - for very different reasons.

"We have the NEC showcase test which should suit the Mini, short, tight grippy but Swynnerton is to come later, that's a big one." said Mark.



Continued on Page 27

Rally of the Tests ***Continued from Page 26***

The first ever live classic rallying competition to happen at the NEC as part of the Lancaster Insurance Classic Car Show was deemed a great success by the NEC, Clarion Events and HERO Events who run the heritage RAC titled rally.

Hundreds of spectators gathered to watch and applaud as 6 EMO appeared on the start line as car 1.

Next up northwards from NEC, described by Steve as “just like a Derbyshire night event”.

Crews they headed into torrential rain and biting winds over the top of Leek and into two airfield tests, visibility was an issue for some in the inky black night. The Roaches was a spectacular regularity, the sixth and last of the day with a blast across a muddy and rocky farm yard with a fast right though a gate which revealed a timing point.

Then it was off for the Big One, the Time Control Section at Swynnerton military ground. The facility has gained its reputation as a foreboding venue that can shatter a team's results through its complex and devious routes.

After some 35 to 50 minutes in there, depending if you managed stay on track, crews emerged either with big smiles, big frowns or utter dejection on their faces. Rallies have been won and lost in Swynnerton.

No dejection from the Mini men though, despite the arrival of sleet, to make the driving even harder.

They increased their lead to nearly two minutes after a great performance in 6 EMO.

“It was frantic in there, good fun though, I've worked up a thirst.” said Steve.

Sunday saw crews head out from Stoke to special tests at Rednal and Glan-y-Gors karting tracks, both used in previous years.

But snow and sub-zero temperatures had rendered the grip levels sub-zero too, as crews had to tiptoe round on surfaces described as ‘sheet ice’.

After that, a string of regularities in North Wales took them into the finish at Chester.

And there were no last minute hiccups for the rally leaders, who held their nerve to take a brilliant win, the first Mini to take a Tests victory, and the first crew to lead from start to finish.

Steve was still beaming an hour after getting back to rally HQ

He said: “It's sunk in now, I'm over the moon. When we arrived initially I was a bit low key as I'd spent all afternoon thinking it's going to go wrong, it's going to go wrong, then we got here and I thought no, no its alright, it's alright!!

“I've spoken to Paddy and told him his car has won three times now, once with Rauno Aaltonen, once with Roger Clark and now me!

“I've been rallying for 30 years and this the best thing that has happened to me. It's also a win on the Mini 60th Anniversary plus 54 years since a Mini won the RAC Rally! I have been an RAC rally lover since I was three.

“Mark Appleton is faultless, I can't thank him enough. We get on great, he's brilliant, we have been powered by humbugs and cherry menthol sweets as he's been losing his voice a bit, it must be the noise inside the car. This is absolutely brilliant, the man is ace.”

Mark in reply felt that Steve's driving was pretty good too!



Roger Albert Clark Rally

Adrian Lloyd : Liverpool MC



ROGER ALBERT CLARK RALLY

Initially Colin and myself were doing the whole event, entry confirmed, fully paid..

A few months prior to the event Colin gave me the news of the Astra's ecu packing up meaning a new one would cost a small fortune.

It was either pull the entry or do the Sunday Clubman's event, so we went for the latter.

Sunday morning arrived, up at 5-30, headed off to Lockerbie Lorry park 10 minutes down the road for service and scrutineering..

Sailing through scrutineering, checking over the major Astra items, wheel changes, intercom checked we wait our [10-07](#) MTC control start time..

Into SS19 Greskine, first of six stages..Colins butterflies disappeared, into the first corner hairpin right, uphill, the Astra scrabbling for grip, traction was not good..

We eventually found grip and headed off into the forest..

Colin not experienced the forests for a number of years was enjoying it and getting to grips with the Astra and a new system of pacenotes...

Out of SS19..feeling good, Colin felt pleased with the car but the stage felt rough..

Onto SS20 Ae.. through the stage, a few sideways moments, was reel fun, Colin settling into the car well, reminding him though that a 1 was slow and 6 was fast...not the other way round!!..

Out of stage 20, road section back to Lockerbie Lorry park for service..

After service headed off to Stage 21 Greskine 2..entering the stage i had to walk a short distance for the stage time negotiating somewhat of a flood under a railway bridge..

This stage flowed really well, we both enjoyed the run through here, the Astra again in a few sideways moments which was greatly enjoyed..

Stage 22, Ae was a different matter, good halfway run through till we gained a puncture, eventually had to stop and change as the vibration was getting too much, four minutes lost here so took a maximum..

Back onto the road section we changed another wheel not far from stage exit heading for the second service..

Wheels changed, fluid levels checked light pod fitted we headed off for the last two stages of the day..

Into stage 23 Twiglees it was dark by this time..

Colin still pushing hard through the stage, lights were good giving great coverage.

No dramas through here but very rough in places, shaking the car somewhat....Castle O'er..completely black here.. lights were brilliant, clean run through here, once for us through here but the main group getting another run..

We were both pleased very much we finished the event without any mishaps..

Colin giving a big cheer, so pleased he'd done the event without any problems and mishaps.

We finished 10th from 17th..we probably would have been higher up only for the puncture..

Would like to thank Craig, Charles and Graham for doing an excellent job servicing for us, keeping us going with the Astra, food and drink..

Adrian Lloyd : Liverpool MC



Today in B&M, a shop assistant tried to stop a thief by attacking him with a labelling gun.....

Police are now looking for a man with a price on his head!

My mate's wife left him last week. Said she was going for some milk and never came back.

I asked him how he was coping. Not too bad was his reply, I've had to use that powdered stuff instead

John: "My grandpa is 98 years old, and he doesn't even use glasses."

Jack: "Wow, that is incredible!"

John: "Yep, he drinks straight from

Cadwell Park Stages

Well, the last public track event has come and gone at Cadwell Park for another year. The North Humberside Motor Club hosted the Motor Sport News Rally Championship Round 2. This Stage Rally is traditionally the last event held at the Lincolnshire track and for me and the rest of the PistonClick team it kicks off the winter photography programme.

This involves me getting out my waterproof camera cover, big coat, fingerless gloves and capturing muddy, as opposed to, shiny motor vehicles in challenging light conditions.

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Quite a few of the cars decided to inspect the Cadwell shrubbery at the back of Hall Bends and test the impact resistance of the tyre walls just about everywhere else. This is not to be unexpected, it's rallying and the same happened last year, although this year they did a better job of it.

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Part of the problem was the weather. It was very cold and wet compared to last year's sunshine. This resulted in the inevitable loss of traction which isn't generally a problem for the seasoned rally driver.

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Some of the power slides at the bottom of the mountain were breath-takingly good, but as we all know in motor-sport, it's all about the winning and there is a fine line between control and a crash and even the most experienced can bin it when pushing for the win.

One very bad accident involving car 30, the Subaru driven by Adam Williams and Rachel Atherton, caused quite a delay as the Cadwell emergency response team treated the crew and recovered a very second hand looking car from the start finish line.

The rally cars will use all of the available tarmac areas around the circuit when competing in these track competitions. This keeps it challenging for the crews and interesting for the spectators.

The stages can then be set out so that the crews will drive in the opposite direction to normal around the track. Williams and Atherton were heading in the wrong (but correct for the stage) direction along the straight at high speed when it all went wrong. (See page 73)



Caernarvonshire & Anglesey MC **GLYN MEMORIAL STAGES**

23/24 November 2019

Trac Môn Anglesey Race Circuit

Top seeds Mark Kelly and Neil Colman took a clear victory in their 2.5-litre Ford Escort Mk2, but it didn't come easy. The first day ended with a small gap between them and the Fiesta R5 of Rob Hughes and Siôn Cunliffe, and the second stage on the second day saw the Fiesta crew move into the lead. As the weather got a little wetter the Escort crew started to reel them in but a snapped driveshaft on the Fiesta gave a comfortable victory to the Northern crew.

The runner-up spot saw a close family contest. Scott Moran and Christopher Ridge brought their Escort home just three seconds ahead of the elder Moran, Roger, with Jamie Vaughan in a Darrian, in turn just 23 seconds ahead of Lee Jones and Lewis Griffiths, gaining their best ever result, fourth in a Mitsubishi Lancer. Brandon Smith and Merfyn Williams (Darrian) took a steady fifth spot, just two seconds up on the Fiesta of Hughes/Cunliffe which, despite the stage maximum penalty, pulled back to sixth overall. Seventh were Andrew Morris and Chloe Thomas (Escort) in the first of the two-litre cars, just needing a reasonable finish to take the ANWCC Stage Rally Championship and the North Wales Stage Challenge, having won both in 2018.

The top 1600cc car was the Citroën Saxo of Siôn Jones and former event winner Will Owen this time in the left-hand seat, whilst the top ten was completed by the orange Escort of Chris Berry and Daniel Petrie taking second in the 2-litre class and Greg Williams and Richard Edwards (Impreza) who finished third in the ANWCC series.

The 1400cc class had seen Jonathan Davies and Jamie Wallis (Vauxhall Corsa) end the first day in the lead from Martyn Quant and Chris Evans (Corsa) but the battle faded on first stage of second day when the orange Corsa (Quant) ran out of fuel midway through the stage and they were stranded for the next stage as well, resulting in one hour of penalties. Davies/Wallis held the lead until the end, from Chris Row and Jayne Auden-Row in their MG ZR, with Stephen and David Terry (Nissan Micra) next.

The 1600 class was taken by Jones/Owen whilst second went to the Mk3 Escort of local crew Derwyn and Eluned Roberts.

34 crews out of 44 were classified as finishers on a damp track throughout the two days of competition.

Results:

1	Mark Kelly/Neil Colman	(2.5 Ford Escort Mk2)	73m 05s
2	Scott Moran/Christopher Ridge	(2.5 Escort)	+2m 03s
3	Roger Moran/Jamie Vaughan	(2.5 Darrian T90 GTR)	
4	Lee Jones/Lewis Griffiths	(2.0t Mitsubishi Lancer Evo V)	
5	Brandon Smith/Merfyn Williams	(2.9 Darrian)	
6	Rob Hughes/Siôn Cunliffe	(1.6t Ford Fiesta R5)	
7	Andrew Morris/Chloe Thomas	(2.0 Escort Mk2)	
8	Siôn Jones/Will Owen	(1.6 Citroën Saxo)	
9	Chris Berry/Daniel Petrie	(2.0 Escort Mk2)	
10	Greg Williams/Richard Edwards	(2.0 Subaru Impreza)	

Class winners:

Jonathan Davies/Jamie Wallis (1.4 Vauxhall Corsa); Jones/Owen; Morris/Thomas; Kelly/Colman



Walking down the street, a Member of Parliament is hit by a lorry and dies. His soul arrives in Heaven and is met by St. Peter. He says, "Welcome to heaven. Before you settle in, it seems there's a problem. We seldom see anyone in such a high office around here, so we're not sure what to do with you.'

'Just let me in,' says the politician.

'Well, I'd like to but I have instructions from above. You'll have to spend one day in Hell and one in Heaven, then you can choose where to spend eternity.'

'Really, I've made up my mind. I want to be in Heaven,' says the MP.

'I'm sorry, but we have our rules,' replies St Peter. With that, St. Peter escorts him to the lift and he went down, down, down to Hell. The doors open and he finds himself in the middle of a green golf course. In the distance is a clubhouse and standing in front of it are all his friends and other politicians who had worked with him.

Everyone is very happy and dressed in evening dress. They run to greet him, shake his hand, and reminisce about the good times they had while getting rich at the expense of the people. They play a friendly game of golf and then dine on lobster, caviar and champagne.

Also present is the Devil, a very nice, friendly guy who has a good time dancing and telling jokes. They're having such a good time that before he realises, it's time to go. Everyone gives him a hearty farewell and wave as the lift rises....

The door opens in Heaven where St. Peter is waiting for him. 'Now it's time to show you around Heaven.'

So, 24 hours pass with the MP joining a group of contented souls moving from cloud to cloud, playing harps and singing. They have a good time and, before he realises it, the 24 hours have gone by and St. Peter returns. 'Well, you've spent a day in Hell and another in Heaven. Now choose your eternity.'

The MP reflects for a minute, then answers: 'Well, I would never have thought it before, I mean Heaven has been delightful, but I think I would be better off in Hell.' So St. Peter escorts him to the elevator and he goes down, down down to Hell.

When the doors open he's in the middle of a barren land covered with waste and refuse.

He sees all his friends, dressed in rags, picking up the rubbish and putting it in black bags as more garbage falls from above.

The Devil comes over and puts his arm around his shoulder.

'I don't understand,' stammers the MP, 'yesterday I was here and there was a golf course and clubhouse, we ate lobster and caviar, drank champagne, danced and had a great time. Now there's just a wasteland full of garbage and my friends look miserable. What happened?'

The Devil looks at him, smiles and says, 'Yesterday we were campaigning Today you voted

Continued from Page 30

GLYN MEMORIAL JUNIOR STAGES

Rob Wilson (Citroën C1) only had to start the event in order to be unassailable in the 2019 Junior 1000 Championship and, seeded first, headed into the lead which was held until the second day when a route error cost them a big penalty, dropping them down to a final ninth place.

This allowed Archie Swinscoe to take victory and also take the Championship runner-up spot in his Škoda Citigo, rival Lewis Hooper (Nissan Micra) finishing the event seventh but dropping to third in the Championship, but still involved in the post-event podium celebrations.

Max Hughes (Citroën C1) took second on the event, ever-improving and well pleased to be on the podium, whilst local lad Mathew Jones took the third spot in another C1.

The event saw a big contingent of Scottish youngsters driving the Welsh stages and showing great talent.

Results:

- 1 Archie Swinscoe/Neil Bye (Škoda Citigo), 89m 42s
- 2 Max Hughes/Chris Evans (Citroën C1) +23s
- 3 Mathew Jones/Christopher Brierley (C1)
- 4 Oliver hunter/Richard Crozier (Peugeot 107)
- 5 Cian Gwyn Hughes/Michael Jones (Suzuki Alto)
- 6 Tom Naylor/Tom Bishop (Nissan Micra)



**“Vaping”
back in
my day.**



Chris Ingram has become the first British driver to win the European Rally Championship in 52 years at Rally Hungary.

Ingram held on to claim the title with a fourth-placed finish after surviving a puncture on the final stage.

Title rival Alexy Lukyanuk also collected a flat tyre on the last run to aid Ingram's cause.

Northern Ireland's Callum Devine impressed on his ERC debut by finishing third overall.

Manchester driver Ingram knew a podium finish would be enough to take his maiden title, and the 24-year-old was on course to do so by running third heading into the final stage in torrential conditions.

However, Ingram suffered a flat front right tyre and dropped two minutes on the final stage, slipping out of the podium positions required to seal the championship.

That offered rally leader Lukyanuk the opportunity to snatch the title away from the Englishman, but the Russian was forced to stop with a puncture of his own and the reigning champion slipped to second overall.

After the dramatic ending to the rally, Ingram won the championship by nine points.

Ingram lost crucial sponsorship earlier in the season but continued to compete after his mother set up a crowdfunding page to try to enable him to compete in his Skoda Fabia R5 for the Toksport Team at the final three rallies.

"It's been a bloody hard road to get here but this is everything to us," said a tearful Ingram at the finish.

"Thank you so much to everyone who has helped us - I've not done this alone."

The rally was won by local driver Frigyes Turan, who took advantage of the chaos on the final stage to take victory over Lukyanuk by 33 seconds.

Ingram has all of the talent to be a rallying great, but none of the money.

Motorsport has never been fair to the underprivileged - Ayrton Senna and Michael Schumacher brought plenty of money with them to their early careers.

But Ingram's DIY spirit saw him triumph on a few thousand pounds - and a lot of good will from those who believed in him - against competitors who have millions invested in them.

He missed out on winning the critical 100,000 euros prize fund for being the quickest driver under 27 earlier in the season, so to be overall title winner will be sweet.

However, in a cruel twist of fate, he receives no prize money for claiming overall honours.

So after a year in which he has had to beg, steal and borrow, Ingram is left staring into the motorsport abyss once again.



MELLORS ELLIOT MOTORSPORT MALTON FOREST RALLY

3rd November 2019

For the past four years Clitheroe & DMC have co-promoted and helped deliver the MEM Malton Forest Rally alongside Malton Motor Club. Whilst this event is not part of the SD34MSG Stage rally Championship it is one of the few multi-forest events left in the North of England and hence CDMC took a decision to support MMC in keeping this event alive as the number of these events aimed squarely at the true clubman have recently been lost due to the high cost of competing plus the Forestry Commission finding easier ways to create revenues from forest usage. The issue for CDMC/MMC is the timing – the other events on and around this period of the year always causes the marshal recruitment team a headache. The Neil Howard event at Oulton Parks runs on the same weekend and this year the Rally of the Tests, the JCR, PokerStars, the RAC plus other SV events all create a very high demand for officials in November and this combined with the ever increasing safety requirements which dictate that circa 50 folks (plus radio and rescue/recovery teams) are required to run a single 7 mile stage safely gives the Chief Marshal sleepless nights in the preceding weeks up to the event

Whilst CDMC are no strangers to running stage rallies (Hall Trophy & Jack Neal Rallies at Blyton plus in years gone by ran the fondly recalled Silva Stages in Gisburn Forest) the set up team on that first Cropton stage four years ago found that the forest is slightly different to Blyton...the forest was warmer, there was less wind and rain but there was no loo block and no Brenda to supply her infamous Blyton pies at lunchtime! There was however the common attraction of local digs and pubs serving decent beer!! Three years on from that first attempt by the current set up team and we are starting to get evermore familiar with the routine required. I wouldn't go so far as to say we are perfect just yet - but each year we have gradually improved and thus we now designate teams that take on different tasks (Arrowing, Box Junctions, Spectator Points, Footpaths) and are therefore not held up waiting for someone else before moving along the stage. When we have completed our own little tasks we get the OK (or sometimes not) from our Stage Commander and then the MSUK Safety Delegate arrives late on the Saturday afternoon and studiously marks our homework – usually it's a "decent effort but must try harder on the following points...sort it out for tomorrow lads!" as he disappears into the gloom to don his smoking jacket ready for pre-dinner drinks! Normally the team manages to complete all that is deemed to be required before the daylight fails, however it was a close run thing this year as we had a late start due to not having a key to open the FC gated forest entrance until 11.00am...doh!

Continued on Page 35



Grass Roots Motorsport
Malton Forest Rally
Continued from page 34

The CDMC team this year stayed in Pickering and a great night was enjoyed by all with Varty sorting out food and beer to the satisfaction of all – well nearly all until Buckel led a protest out of Pickering's only micro-brewery due to his unfamiliarity with Yorkshire beer...I liked my pint!! I wouldn't mind but he got there (along with Butler) late in the afternoon just in time to bang a single stake in.... prima-donna road rally organisers! A new recruit to the team Steve Frost demonstrated great qualities..well he has a van so was in...and he didn't get lost on the way over the border...and he had a superb forest kitchen set up...and he can use a clock...spilt most of his beer though! J. Lewis, he of the big white van that desperately needs a wash fame, managed to fall asleep in Pickering's busiest bar...think that woman is getting too much for him at his age! Moz seemed to have been to a charm school as for once he didn't upset anyone at all in Pickering...going soft is the GOG!

The event went well if judging by the grins on the crews faces as they rolled into the final stage finish/stop control is anything to go by...and that only left stage tear-down to complete in the dark before heading back over the border...it is certainly hard work over two days but the humour and leg pull makes it a great team bonding exercise and leads to a great team spirit within CDMC.

Many thanks to Geoff Dean (Chief Marshal) for his help in helping CDMC staff the stage...it was a close run thing though...interestingly Ian Davies in his article 'Radio Mutterings' has said how Marshal numbers at the Neal Howard Stages Rally at Oulton Park seemed to be considerably down this year. This I feel is a great concern to rallying generally...the recruitment and the development (plus the retention) of capable marshals who are a generation or two younger than the majority of today's ageing volunteer force.

The successful development and continuation of Rallying depends upon a vast unpaid army...but the camaraderie and being outside in the fresh air make it, in my eyes at least a great alternative to staying in and playing on a PS4...so all and anybody is welcome to join CDMC on our next weekend away in Feb 2020 ..The Jack Neal Rally at Blyton.. Come on Down!



Tony Vart : Clitheroe & DMC
Chief Marshal on Cropton

Clitheroe
& District
Motor Club



Jack Neal
Memorial Stages

HEXHAM & DISTRICT MOTOR CLUB THE HIGH PENNINES RALLY

6th. NOVEMBER

Ed Graham : Hexham & DMC

The penultimate round of the highly popular Hexham & DMC 12 Car Rally Series saw another oversubscribed entry, the lucky 12 congregating at Henshaw Garage on the A69 for the start of a tour round the little used roads on map 86, an area that doesn't see an awful lot of rally traffic although contains some wonderful rally roads and is very sparsely populated.

The usual regularity section got proceedings underway and a remarkable performance from Nicholson/ Magee (Suzuki Baleno) saw them drop a mere 1 second, not to be outdone, Bennison/ Hewitt (Proton Coupe) dropped just 5 and Jennings/ Brown (Peugeot 106) were next up on 36. This section ran North of the A69 and headed up towards Hadrian's Wall before dropping back down past the Vindolanda Roman site. A long 20 minute section followed, again heading North and crossing the iconic wall to a control near Edges Green Farm. Nicholson/ Magee's good opening time was negated when they hit a large pothole, puncturing a tyre and damaging the rim, to compound matters, the spare was flat and they limped in to the control where the marshal, fortuitously, had a can of inflatable foam, sadly retirement beckoned . Also in trouble with a puncture was the Proton of Ian and George Eland who lost a considerable amount of time changing wheels.

A run South to TC.3 at Haltwhistle proved reasonably straightforward but the departure from this control had several crews puzzling, a good number heading off in the opposite direction than the correct one before sheepishly retracing their steps. The route now headed up over Plenmeller Common and into real Pennine country with only Robinson/ Procter (Audi), Roughead/ Procter (BMW Mini) and Hastings / Wickham (Proton) still clean. The big Porsche 944 of Sarah Parker / Roy Perkins was observed parked up but a crash course in navigation from the Clerk of the Course got them going again.

The route wended it's way down into the South Tyne Valley, crossing the river at Eals and then turning North to TC.5 at Lambley. The following section was a real classic, using the tight and twisty yellows round Kellah, it certainly put a smile on the drivers faces. The following 4 minute dash saw Robinson / Procter lose their clean sheet, the single minute dropped being their only one of the night, while the Parker/ Perkins Porsche cut a bit of route and headed straight to the finish pub. The rally ended with a dash round the yellows past Park village and over the steep hump-backed Featherstone Bridge ending up at the welcoming Greenhead Hotel where an excellent buffet awaited the survivors.

As the crews were fed and watered, results were quickly calculated showing a narrow win for Ronnie Roughead/ Ali Procter whose regularity time gave them a 30 second advantage over James Hastings / Sophie Wickham with Thomas Robinson/ Lynsey Procter third a further minute in arrears, two lady navigators in the top three, it's not often you see that on a set of results. The event had proved quite challenging , especially for some of the less experienced crews but everyone was full of praise for the event and the loud calls for regulations and entry forms for the next one surely means that the organisers are doing something right.

RESULTS :-

1.	Ronnie Roughead / Ali Procter	BMW Mini	00:42
2.	James Hastings / Sophie Wickham	Proton Satria	01:12
3.	Thomas Robinson / Lynsey Procter	Audi	02:13
4.	Alan Bennison / Roy Hewitt	Proton Coupe	09:05
5.	Simon Jennings / Andy Brown	Peugeot 106	19:36
6.	Keith Proudfoot / James Heron	Austin Mini	27:28
7.	Richard Derrick / Robert Duley	Mini Cooper	48:35
8.	Ian Guthrie / Graham Hall	Peugeot 205	1: 46:19
9.	Sarah parker / Roy Perkins	Porsche 944	2:17:50
10.	Peter Thoulis / Peter Lattimer	Proton Coupe	2:20:11
11.	Ian Eland / George Eland	Proton	2:59:35

Ed Graham : Hexham & DMC



Caernarvonshire & Anglesey MC

CEFNI GARAGE

TARGA RALLY

Trac Mon

20th October

Alistair Dodd

A bumper 70 cars tackled the 2019 C&A Trac Mon Targa rally, filling in a matter of hours and proving that the 2018 edition had been a massive success.

The event followed a similar schedule to the year before, with competitors tackling 2 loops of 5 tests before reversing the direction (4 tests) and finishing with 2 monster tests (All the tests combined in to 1) giving a total of 16.

For this event I had a new co-driver in Tara Lee Hardman. We paired together in difficult circumstances (at the funeral of a close friend), so this event carried probably a little more meaning for the pair of us than others. Tara was a complete novice to the whole "Targa" thing, but instantly took to it, was exceptional all day and seemed to love it!

The test layouts provided by C+A provided a real mix of challenges. Generally speaking 2 were tight, 2 were flowing and 1 was fast! This made for exceptionally close competition, with each car having a different strength/ weakness (The fast one hurting me most, with only 80hp!)

Having driven my socks off all day, I had no idea exactly where I would place, but was optimistic of being near the front. It was here that I then found out I had been given a minutes penalty, for which I still don't know why now. I tried desperately to get the penalties removed but was unsuccessful. I was genuinely gutted, but still managed a very respectable 5th O/A and 1st in Class.

Something that came out of all this was the need for on board cameras. With competitive tests being carried out on private land, the excuse of being seen to be racing on the main road disappears. It could certainly help clear up many a mistake/ error at the finish.

Next I am travelling to the Bustard Targa (Glastonbury) with my regular co-driver, Lewis Griffiths back in the silly seat. We have no idea what to expect, but will be out for some serious smiles!

Alistair Dodd

Paddy says "Mick, I'm thinking of buying a Labrador."
"Sod that" says Mick, "have you seen how many of their owners go blind"

"Do you believe in life after death?" the boss asked one of his employees.

"Yes, sir," the clerk replied.

"That's good," the boss said. "After you left early yesterday to go to your grandmother's funeral, she stopped in to see you."



Whickham & DMC Shilbottle PCA

Stuart Bankier : Berwick & DMC

Whickham's recent PCA at the old Shilbottle coal mine was won Liam Charlton / Luke Tait in their MX5 by only eleven seconds from the Mini 1275 of Tom Hall / TBA. Third a further nine seconds in arrears were Pete Gibson/Chris Dodds in an early Nova.

They have only used this venue once before and it is a good mix of smooth concrete and gravel which allowed them to run three tests at a time. Sadly the weather was truly awful and it rained all day to the point where one test had a water splash which must have been at least nine inches (that is twenty two point five centimetres for our younger readers) deep and which accounted for a few spoilers and more than one car drowned out completely.

This was my youngest daughter Niamh's second rally in the Mazda and she was very pleased to navigate me round with no wrong tests and in twelfth place which makes a change from being last. Her verdict : " Dad this was the best day out ever. When can we do another one ?"

Liam and Luke went total banzai all day in what is obviously a very tough old Mazda and as you can see from the results those first few cars just pulled away from the rest of the field and were a county mile ahead at the finish. However at the end of the day relatively new technology and 140bhp had to work hard to keep ahead of the old technology. I am sure that Tom will be looking to turn the tables on the next event that is held there.

Full marks to the Whickham boys for keeping the whole thing going to time and to the marshals who did a great job despite being absolutely soaked.

Stuart Bankier : Berwick & DMC

Results

1 st	Liam Charlton / Luke Tait	Mazda MX5	849
2 nd	Tom Hall / TBA	Mini 1275	860
3 rd	Pete Gibson / Chris Dodds	Nova	869
4 th	Simon Jennings / Colin Fish	Peugeot 106	885
5 th	Graham Nicholson / Ben Leighton	Ford Puma	895
6 th	Ali Proctor / Lynsey Proctor	Peugeot 205GTi	919
7 th	Peter Metcalfe / Guy Wickham	Mini 1275	980
8 th	Mick Davison / Dylan Scott	Proton Satria GTi 1001	
9 th	Andrew Hutchison/ Joe Hutchison	Peugeot 206 GTi	1057
10 th	Eildon Hall / William Rose	BMW 318	1082



All photos courtesy of CRS Motorsport

Gemini Communications

RALLYING

Provisional Dates for 2020

Sat 22nd February Jack Neal Stages

Blyton
Clitheroe & DMC

8th February Cambrian

Penmachno, Clocaenog
North Wales CC

Sat 14th March Malcolm Wilson

Cumbria
West Cumbria MSC

Sun 19th March SMC Stages

Ty Groes
Stockport061MC

Sat 12th April Warcop Stages

Warcop
North Humberside MC

Sat 16th May Plains National

Dyfi & Dyfnant Forests
Knutsford & DMC

Sun 14th June Keith Frecker

Weeton
Blackpool SSMC

Sun 5th July Enville Stages

Ty Groes
Warrington & DMC

Sun 5th July Greystoke Stages

Greystoke
West Cumbria MSC

Sun 16th August Gareth Hall

Trawsfynydd Ranges
Bala & DMC

27th Oct - 1st Nov Wales Rally GB

North Wales
MSUK

Sat 7th November Neal Howard

Oulton Park
Bolton-le-Moors CC

Bike Rides

Sun 5th July

Manchester to Blackpool

Sun 13th September

Manchester to Northwich
& Return

Sat 21st November Hall Trophy

Blyton
Clitheroe & DMC

Sat 21st November & Sat 22nd November Glyn Memorial

Ty Groes
C&A MC

TRAINING

TBA
Marshals Training Day
Campus of Chester,
Warrington

15/16th February
Marshals & Multi
Discipline Practical
Training Day
Wern Ddu

TBA
Fire Training
Darwen Services

TBA December
First on Scene
Darwen Services

email Tracy Smith
tracey.amsc@hotmail.com

Golden Microphone Trophy 2019

Following Glyn & Hall Trphy

O/A	Call Sign	Operator	Score
	G 01	BILL WILMER (Does not count)	168 points
1	G 56	TONY JONES	149 points
2	G 23	IAN DAVIES	147 points
3	G 37	JERMAINE JACKSON	139 points
4	G 25	CHRIS WOODCOCK	128 points
5	G 02	GRAHAM COOKSON	120 points
6	G 11	MARK WILKINSON	109 points
7	G 13	STUART DICKENSON	90 points
..	G 64	BRIAN WRAGG	90 points
9	G 38	SEAN ROBERTSON	89 points
..	G 21	DEREK BEDSON	89 points
11	G 04	IAN WINTERBURN	79 points
12	G 61	DAVID BELL	70 points
..	G 50	DAVID PEAKER	70 points
..	G 59	MAURICE ELLISON	70 points
..	G 33	JOHN ELLIS	70 points
16	G 16	BILL & ROBBIE O'BRIEN	69 points
17	G 12	RICARD WM JONES	60 points
..	G 41	JERRY LUCAS	60 points
19	G 62	COLIN EVANS	59 points
..	G 03	LES FRAGLE	59 points
21	G 14	ADRIAN LLOYD	53 points
22	G 24	PAUL HENRY	50 points
..	G 09	KEITH LAMB	50 points
24	G 26	MARK DICKENSON	49 points
..	G 55	STEVE BROADBENT	49 points
26	G 70	DAVID MAINPRICE	40 points
27	G 53	TOM & VICKY MERCER	39 points
..	G 48	PETER LANGTREE	39 points
29	G 65	BRIAN EATON	30 points
..	G 32	BRIAN FLINT	30 points
..	G 06	DAVE CROSBY	30 points
..	G 17	ROBIN MORTIBOYS	30 points
..	G 31	DUNCAN STOCK	30 points
34	G 52	STEVE LEWIS	29 points
35	G 05	STEVE COOMBES	19 points
36	G 07	TONY & AVRIL LEE	19 points
37	G 42	ROGER WHITTAKER	10 points
..	G 28	ANDREW TAYLOR	10 points
..	G 37	BARRY KENNEDY	10 points
..	G 51	GERRY MORRIS	10 points



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Radio Mutterings November Ian Davies : Gemini 23

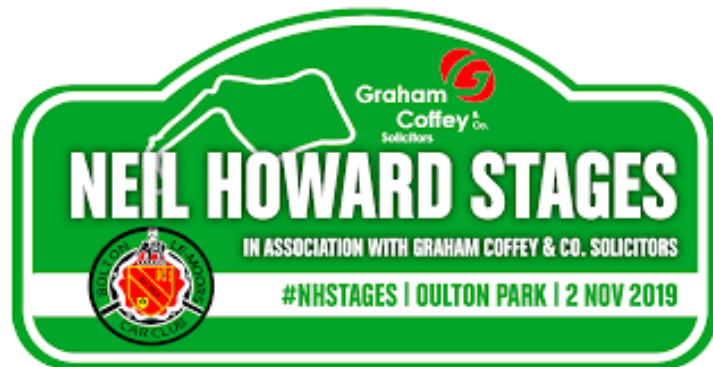
Neil Howard Stages 2nd November 2019

It's an overcast early morning as I head across the Mersey and into Cheshire for this annual running of the Neil Howard Stages at Oulton Park in association with Graham Coffey & Co Solicitors, an event which is the first round of the Motorsport News Circuit Rally Championship. Signing on is in Race Control with Bill, ably assisted by Ian W and daughter Helen. Once signed on there is the ritual conversation 'how was the Rally GB for you... and this year was Mull really that wet !'. Once the chit chat is over Simon and I head out into a drizzly morning and out onto the circuit to our traditional spot the split / merge at Junction 3 at Cascades. We park up safely behind the barriers and await the annual meeting with the orange army, a mix usually of circuit and rallying teams. This year for some reason the marshals appear to be a fraction of previous numbers and we are left to rely upon teams at the nearby water splash and further round the circuit for cover ?.

Stage One fires of the start line with Gemini 3 at 08:52 and from the get go this event is hectic, not least with the by now extremely wet conditions out on the track. With three laps of the circuit required, this is an early test of alertness for the co-drivers. Almost immediately there is a safety shout from the woods as Car 7 is reported stopped and on fire. Thankfully the crew and marshals at scene get the apparent oil fire under control and we don't have to stop the stage. Next to hit trouble is Car 32 who is off just after me at the chicane at Junction 4, which through the day takes a terrible battering.

The marshals at this location did a sterling job throughout the event constantly having to rebuild the chicane with dwindling numbers of barrels and keeping a judge of fact log that ran to many, many pages !. A short while later and Car 42 has a mechanical issue and stops out at Junction 7, possibly a fuel issue ? and then Car 79 hits the barriers at Lodge. For Simon and I there is the immediate challenge of keeping up with the laps, but at least on this first run only one car miscounts or misjudges the stage route and correct lap order. Of the 98 starters 94 complete the first stage.

As soon as Oak 8 reports all cars clear we have the go ahead from the CoC to start the identical second run, just before 10 o'clock. A slightly quieter run than the first sees Car 50 off with a halfshaft gone at Junction 18, but they are able to self recover off stage and back into service. Car 58 has a brief halt but restarts and then Car 67 has a small fire out at Junction 19, but all are safe which is the important thing. By the end of this stage we are reduced to 92 starters. The stage turnaround teams now swing into action and changes at my location introduce two runs of the rather deep looking Darcy Dip Water Splash and one long lap of the circuit, a split junction to give a Judge of Fact 'writers cramp'.



Continued on Page 42

Radio Mutterings
Neil Howard Stages
Continued from page 41

After completing the stage changes Stage 3 starts at 11:16 and as the cars scream down Clay Hill they need to brake and turn sharply left off the circuit for the final lap to go through the water splash. Amazingly unlike in previous years the merge boards and cones appear to lead a charmed life and aren't destroyed as is normally the case here. However the early confidence in lap counting begins to fall apart as a couple of cars struggle with the format and don't quite get the direction and running order at the split junction right. Car 40 is then reported off at Junction 18 and then Car 77 fails pretty much in front of me as they exit the water splash and pull off to the side of the stage. Although the warning triangle is quickly out the marshals can't locate any OK Board in the car and the crew resort to writing OK in mud on the rear of the car !!. This is not an unusual occurrence and I really don't understand how cars can be allowed out onto the



event without such a vital and mandatory piece of safety equipment. Next to hit trouble is Car 46 who limps home on hazards, in the end meaning that 91 crews get to the end of their first experience of the deep Oulton Park waters.

Stage 4 is immediately up and running at 12:13 and like the first run of this new format, some find the lap counting and change of layout a challenge. Car 9 proceeds slowly through on hazards and Car 70 is stopped for ages changing a wheel but finally exits the stage, with all 91 starters finishing for the first time.

For the next pair of stages the stage direction is reversed and for me that means cars come down through Cascades and on laps 1 & 2 of three, turn sharp right off the circuit for not one but two attempts at the water splash. After the turnaround we start Stage 5 at 13:47 and at least for a short time the rain stops and there is even a hint of blue sky, amidst the angry looking clouds. The change of direction and the need for two runs through the water really spooks some and Simon and I are kept on our toes counting and recording laps, good, bad and indifferent through the new split layout. To paraphrase the immortal words of the late and great Eric Morecambe, some crews 'took the right stages, but not necessarily in the right order' !!. In the end we only lose Car 17 with a mechanical malady and 88 runners get to the end of the stages. With two runs at the water splash the marshals there report that the surface on exit is 'cutting up' and 'throwing the cars into the air', shovels are called for and they make temporary repairs as best as they can, monitored by the CCTV in Race Control.

Stage 6 begins at 14:41 and proves a far more hectic affair than the first double run through the water. Car 2 immediately has a rather dramatic issue exiting the chicane at Junction 4 and literally stops dead in the middle of the circuit, unable to move. The marshals try and assist but at 30 second starts it's simply too dangerous and cars are slowed into the chicane and finally the CoC authorises a short stage stoppage to remove the stricken vehicle from dead centre of the exit from the chicane. Once stopped the somewhat overworked marshals at this junction are able to safely go onto the stage and with some good old fashioned brute force manage to push the stricken car to the side of the stage and the action quickly resumes. Hardly have we resumed than Car 11 loses it coming down Cascades out of the split and flies into the deep gravel trap in front of me, going nowhere any time soon. The following competitor Car 12 then hits trouble and is off stuck on the infield mud at Junction 7. To complete the slightly chaotic stage, Car 46 then stops just after the start, meaning in the end that we are down to 82 finishers.

As the stage turnaround teams enter the stage there is plenty of work for Bulldog and Gemini Recovery, who set about recovering the stricken cars around the stage. John heads down to me and as the marshals shovel what seems like tons of gravel a team effort finally releases the beached and stranded Car 11 from the gravel trap and John moves round the circuit to the next job.

For the next pair of stages the crews complete two long laps out to the Shell Hairpin before a final single run through the water splash for lap 3 of this stage layout. As the light begins to gradually fade a rather expensive looking executive helicopter lands opposite me, bringing I assume guests to the post event bonfire night party, with a disco in one of the marquee in full 'glitter ball' flow. Anyway back to the serious business in hand and Stages 7 & 8, with the first run starting at approaching four o'clock.

Continued on Page 43

Stage 7 as the light fades is something rather spectacular to watch as spotlights flick across the night sky, at times it seems in every possible direction. Thankfully for me most of the crews are on their best behaviour and although we still need to observe and count laps etc, there isn't too much else to report. Car 35 is reported off with a gearbox problem at Junction 5 and then Car 72 is off in the fading light somewhere around Junction 15, leading to 80 finishers for this first run of the final pair of stages. Stage 8 goes live the second Oak 8 reports all clear at the stop line and Les, Gemini 3 gets them fired off the start line. By now the light has pretty much gone and despite the high vis numbers in side windows the task of recording cars is finally abandoned at just before five as Simon and I simply can't read the numbers properly, particularly in the spotlight glare head on and with at times two, three or four cars into the split together. In the end with only Car 70 off at Junction 9 a total of 78 runners make it to the end of the penultimate stage.

After a quick turnaround we are ready for the final single lap run which is Stage 9, in the sort of blackness only Oulton Park seems to have. As the cars fly around this single lap, we simply record the numbers of cars passing our location, look out for trouble and monitor the radio. Initially at least of the 78 starters all bar Car 94 who is stopped somewhere around Lodge get to the finish. There is then some uncertainty about numbers as Oak 8 and the stop line crew maintain they have only 76 finishers ?. After much head scratching there is mention of a possible car off at the Shell Hairpin and with the last three cars into the stop line, Bill dispatches Stoke Rescue and one of the Recovery Units to search the stage. Thankfully the stopped car is found 'locked up', as in mechanical (they haven't gone home with the keys !) but safe and sound so the final number of finishers at 76 can be confirmed.

As the huge MSV bonfire gets lit and the fireworks show starts we meander back to Race Control to hand our final split / merge check sheets in and bid a farewell to another enjoyable Neil Howard Stages. For me it's a couple of weeks before the trip east to run Radio Control at Blyton, but more of that later.

Clitheroe & DMC

PD Fire Extinguishers

Hall Trophy Stages

23rd November 2019

It's short thirty minute hop across from my overnight base in Lincoln to the Blyton Park Circuit, for this annual running of this popular Clitheroe & District Motor Club Event. The weather is predictably wet and the roads and fields waterlogged after the near biblical rains of recent weeks. I arrive at the circuit about 07:15 and sign on with Chief Marshal and Editor of this erstwhile publication Maurice Ellison. This year in addition to the much appreciated breakfast and pie vouchers we also benefit from a rather smart and warm hat, emblazoned with our event sponsors PD Extinguishers.

Who or what are PD ?, it turns out they are the business venture of our very own Gemini 25 and Clerk of Course Chris Woodcock. After 35 years aerospace engineering experience, Chris has developed a unique range of motorsport fire extinguisher systems with an extended 16 year life, meaning a 60% increase in the extinguisher life cycle, at no cost penalty to the end user. Having gone through an 18 month program of development testing and certification, he has now attained FIA homologation on 2 systems, along with a range of handhelds to meet all requirements. If you are in the market for a system to protect your precious wheels, why not take a look at www.pdextinguishers.co.uk

Anyway back to a very wet and grey Blyton, this year I'm flying solo as Radio Controller and join Ian the circuits noise monitor and general 'jack of all trades' in the cabin overlooking the start / finish. Once signed on with Maurice I get to work setting up the radio control and meeting and allocating roles to the dozen radio crews attending the event. After the usual banter along the lines of good to see you again; I thought he was dead; and the shock of seeing Bob Wright in long trousers we get down to the serious business of the day.



Radio Mutterings Hall Trophy Stages Continued from page 43

However, before a competitive wheel has been turned in anger, I get a radio call from Loughborough 3 out at Post 4, they are stuck in the mud trying to get off the circuit. Handily I spy Tiger 1 Recovery, our licensed recovery unit for the day and give them a quick shout to pop across the stage and hep out the stuck radio car. As I watch them head out across the circuit I finish setting up Control. A couple of minutes later I get an unusual call from Tiger 'can I please send over a ground anchor for them' ?? Unclear of the ask, I question them on their request only to find out that they are now stuck in the mud trying to extract Loughborough 3 !!. Thankfully a resourceful 'relevant' call comes in and the Platinum radio car volunteer to head across and offer their help. In the end Platinum stay on the flat black stuff and Tiger attaches their winch cable to Platinum, using their car as a 'ground anchor' to then winch themselves out of the mire and then attention is returned to getting the stranded radio car back onto something like solid ground. To say the ground conditions are treacherous would be an understatement and it's not too long before Crest 8 gets stuck and needs help, and then Tiger has to recover the stranded media film crew car out of a somewhat dangerous and stuck location, all before Car 1 !.

We finally get Car 1 safely off the start line on their due time of 09:00 and the events planned ten stages get underway. A strong entry of 61 cars head out into the atrocious Blyton gloom and a busy day lies ahead. To be fair on this first run, most cars seem to take it a little easy, illustrated by Ian next to me only alerting Chris to a couple of noisy cars. To be honest there is so much water on the track, just getting off the start line is an achievement and any power applied just results in lots of wheel spin and not much in the way of forward motion. In the end the only major safety shout of the first stage is for Car 46 who hits the bales hard at Junction 5 and ends up bent and stationary with Ranger 14. As soon as the final car is clear of the stage, we head straight into Stage 2 at 09:36. Almost immediately there is trouble as Car 3 stops between the Flying Finish and Stop with an oil fire that is swiftly put out and then Car 9 stops briefly but restarts from Junction 2 and then fails again at Junction 10. Further drama then hits Car 25 who pops a drive shaft out at Junction 10 meaning 57 cars finish their second run.

A busy day looms ahead for Tiger 1 Recovery, but they are assisted by a trainee rig Tiger 2, in a smart Blue 110 Landie and their help is much appreciated, as the recoveries get underway and the stage layout is changed for the second pair of stages.

Stage 3 starts just after half ten and the conditions have improved a little, with some of the very low earlier cloud lifting. Rather oddly this third run passes off without any drama of any substance and the 58 starters all make it safely to the stop line. After a quick call to Chris I have permission to start the fourth run, which slither off the start line at 11:09. Ferret 4 soon calls in Car 19 stopped with them at Junction 6, but after a quick look under the bonnet they are soon back up and running.

The weather must be improving a little as I witness some madness as one competitor chooses to accelerate hard from the Flying Finish to overtake another car before the Stop Line, dangerous behaviour in any conditions, but with the flooded track a truly stupid move that warrants a JoF report from me witnessing the antics from Radio Control overlooking the Stop Line. Numbers for this fourth stage increase to 59 as earlier recovered cars re-enter the fray.



Continued on page 45

Radio Mutterings : Hall Trophy Stages :

Continued from page 44

A visit to Control by a bunch of trainee marshals is a welcome distraction and I get to show them a little of what's involved in running Control and they stick around for a bit to observe the action and how we manage the safety of the event.

By the time we start Stage 5 at 12:19 the rain has finally eased and the action begins to somewhat speed up a little, although cornering still seems to be a challenge for some. With a new chicane in front of me some of the cars really do struggle and several are baulked as the car in front of them gets stuck or briefly stranded between the bales, but not too much drama, although another JoF is required for one who simply decides to make no attempt at the chicane at all and bypasses the obstacle on the grass. In the end another relatively clean run sees all 59 cars get to the finish, minus the odd wing mirror and coat of paint left on the chicane bales.

Stage 6 starts just before one and the action continues to step up a gear as rather than a dry line, we begin to see a 'less wet' line appear out on the stage. Although a couple of cars seem to misjudge the correct number of laps, once again the crews pretty much manage to keep things on the track and all 59 cars once again are safely in and out of the stage, something of a rarity from my previous experiences of this event. It's now time for the major stage turnaround and lunch and that great CDMC Blyton tradition 'pie & peas' for lunch, a much appreciated reward and thank you to the marshals, radio and safety crews out on the stage. After a quick check with Chris I stand everyone down with the lunch call and a return to duty at 14:20.

After a slight delay making sure all of the changes and layout are correct the post lunch action resumes with Stage 7 just after half past two, in grey but now only drizzly conditions. Our luck holds and despite one or two radio shouts for stopped cars, the miracle of the microphone means that by the time Eagle 9 or Ranger 14 have made the call and I've replied the cars are back motoring, brilliant !. 58 cars in and out of the stage is the sort of Control duty I like. Stage 8 is pretty similar, although a brief fire on the Stop Line involving Car 16, does liven up the proceedings a little. I noticed Chris was quick off the mark, extinguisher in hand on the stop line, although Clip 9 quickly reports everything OK. A visit from the new Circuit Director and his wife, allows them to observe a little of the CDMC action and organisation.

As the light begins to fade we get towards the final pair of stages, running into the sort of darkness somehow only a rally seems to attract. As the final light of the day slips away, the rain unfortunately returns to add some spice to the final action of the day. It seems that we have perhaps used up much our luck for the day and Stage 9 is hardly underway before Ferret 4 reports the chicane out with them completely flatted in the darkness by Car 2. Given the conditions and thirty second starts a rebuild is out of the question and we keep the stage running. More alarmingly as I look out into the gloom onto the Stop Line there is a growing queue of cars waiting for times ?. A long line of cars heading back towards the FF soon builds up and Chris is on the ground with colleagues trying to resolve matters. There is no use stopping the stage with about another dozen cars already circulating, so we just have to move them off the line and somehow sort the time cards out later. It seems that in the very dark and very wet conditions the FF crew simply can't read the car numbers and with some cars passing each other down to the Stop Line it's not quite clear what time goes with which car !!. In this chaos I also get a shout from Hodder 2 that Car 31 is off with them at Junction 10, apparently losing a drive shaft. Thankfully I have Mable 3 Alpha in with Tiger 1 not far from the scene and they walk up to the stricken car and provide me with the good news that all OK and track clear. With all cars apparently out we then try and tally the numbers from the start and in the end have to fall back upon the post Stop Line Passage Control to confirm 55 out, with only Car 31 stopped in stage, a relief all round.

Before we start the final stage of the day, Chris and the team set about trying to avoid similar problems at the FF happening again. I get Gemini 55 at the start to make sure all nearside door numbers are clean and extra lighting is arranged at the FF to help the timekeepers observe the door numbers. Fingers crossed we get the final stage of the day underway at just before five o'clock and it runs without a hitch with a truly heroic 56 cars making it to the end of the event, a finishing record to be proud of given the horrible conditions. Once all the cars are out I have the final task of the day and that's to organise the two Tigers to make a run through the stage and assist the inevitable marshals and radio cars who by now in some cases have sunk somewhat deeper into the by now notorious Blyton boggy conditions. After a final thank you to all involved it's time to derig and head home, dry out and prepare for next month's Grizedale Stages Rally.



Whilst most people within SD34MSG are off to Oulton Park for the Neil Howard Stages Rally a lot of Clitheroe & DMC are involved with the Malton Forest Rally. (see pages 38)

The following week I am off to the Isle of Man for the Pok-erstars with Steve Lewis, Steve Broadbent and Andy Ritchie.

The original plan was to sail on the Thursday noon boat and have a good nights kip and a relaxed day on the Friday before taking up our Marshalling duties, however, the Noon boat was cancelled and we then had the option of a midnight sail over to the island on either Thursday or Friday night. Contact with 2 of our team was relatively simple (both retired) but Andy was working and had no phone signal. By the time I spoke to Andy the only option was the Thursday Night Red Eye crossing which departs Heysham at 02:00am and gets into Douglas at 06:00am. Steve Lewis had rung the Steam Packet Co and reserved some more spacious seats so that we could try to get some shuteye. I rang our hotel and let them know that we were going to be late checking in and that we would need to get some sleep in before going out to marshal the night stages on Friday.

Climb out of our pits at the hotel around 12 noon and make our way to the grandstand - well, Andy and I do, but Steve Broadbent & Steve Lewis had been called out to help man the Shakedown Stage. They had thought of waking us but decided that we were both in need of extra Beauty Sleep! Although they let us slumber on there was no noticeable improvement in the looks department. Sign on and get our Marshalling Points. We are going to do 5 Flying Finishes. 2 on Friday Night, SS3 & SS6 Ronague. 3 on Saturday SS8, SS11 & SS14 Druidale.

Whilst the 2 Steves did their bit on the Shakedown stage we wandered around the Service area. Had a long natter with John Richardson & Eric Wilcockson (Bolton-le-Moors CC) and Danny Cowell (Garstang & Preston MC) who, with his merry band of Myerscough students, was servicing for the Bolton crew. After grabbing a bite to eat we went off to our first Flying Finish on Ronague. We introduce ourselves to the Stop Line team and then park up and await the never ending 'Set Up' Crews & Various Official cars before the competitors. In the distance we can see what (from all the flashing amber lights) will be Stages 1, 2 & 5 (Keristal). We get a call from the stop line telling us that a car has gone off on SS1 and that that stage has been cancelled. We then see Blue Flashing lights on that stage. Our Stage (SS3) runs OK but trying to see the competition numbers in the dark is almost impossible, despite the light that I have rigged onto the front bumper of my car until we get down to the 30s. Stage 2 is Cancelled as are stages 5, 6 & 7. The roads had got very icy. Early (ish) night for us then.

Stage 8 (Druidale) is the first stage on Saturday, so a relatively early start for us but not before having a breakfast bun at the Grandstand. The flying Finish is in a cracking location and we have a good view of the approaching cars and it is easy to get their numbers, plus the comms to the stop line are first class. The competing cars start to come through and it is getting wetter by the minute. Then the competitors stop arriving. We get a phone call from Steve Broadbent telling us that a car had gone off. The crew were OK, the car was not in a dangerous location but a marshal had, without being instructed to, deployed the red flag! SS8 was cancelled as a result. (I assume that marshal had probably not been on the right course) From SS9 through to SS15 all ran as it should but SS16 (last one) got cancelled. I don't know the reason for cancelling SS16 but the two Steves at the Start of Druidale had had snow to contend with at their location at the start at Brandywell.

Arron Newby/Rob Fagg took a comfortable win in the TEGSport Subaru - I was hoping to see the Skodaru that TEG-Sport have been developing but they have sold all the ones that they have so far built so I assume there isn't one yet available for Arron.

Grumpy Old Git
Still Wittering On & On & On



MELLORS ELLIOT MOTORSPORT
MALTON FOREST RALLY



POKER STARS
RALLY



Continued on Page 47

'Grumpy Old Git'

Continued from Page 46

The 16th of November sees me heading to North Wales for the Automark Farrington Trophy Rally with Geoff Bateman. I have written a very short report (See page 32) so there is no point repeating my errors here.

Friday the 22nd of November and it is a long haul down the M6, M61, M62, M18 and M180 to Lincolnshire for the Hall Trophy Rally. The M62 from the junction with the M61 to The A1(M) is chock-a-block and I don't think I managed to exceed 40mph. Then the M62 from the A1(M) to the M18 is down to 2 lanes complete with Average Speed Cameras. What is usually a two and a half hour run takes three and a half hours plus and I arrive at half past one. The Set-Up crew have been at it since Noon and have done a cracking job (there does not seem a lot more to do - so I leave them to it!).

My usual plea for Marshals has not had high response numbers that I have grown to expect so I sit down with the list of those who have said they were coming and attempt to work out who (and with who) I will put where. Thankfully all the Arrivals, Start, Flying Finish and stop are all sorted but putting cones back after being attacked by errant competitors might be a tough ask, as will having enough hands for the turn rounds. Far too many people of our regulars off marshalling on the Roger Albert. We also had several crews competing on the Roger Albert too and Matthew Broadbent claimed that he was Best Man at a childhood friends wedding (Excuses excuses) - To be fair his dad (Stephen) confirmed that he was at a wedding.

British Rally Marshals Club came to the Hall Trophy with about Ten Trainee Marshals on a 'Taster Day' to get an idea of what we do on a Stage Rally. Oh how I wish I could have used them out on the stages

On Page 47 Ian Davies reports that Car 3 stopped between the Flying Finish and the Stop Line to extinguish an oil fire. Ian was doing Safety Radio Control from the 'Tower' and was not aware of the full story

The Driver of Car 3 saw a sudden drop in oil pressure and stopped. When he stopped he had not been aware of the fire.

His sump plug had dropped out just before the Flying Finish. The fire was a result of the oil dropping onto the hot exhaust. After putting out the fire and getting pushed back to service he discovered that he had not got a spare sump plug. Well he did but it was on his Subaru Forester tow car.

So he dropped the oil on the Forester. Fitted the Foresters sump plug to his Competition car. Topped it up with oil and continued with the Rally finishing 3rd O/A. When he finished the Rally he had to do it all over again but in reverse so that he could tow his comp car home.

Despite the shortage of marshals we still copped. The marshals that we did have had to work harder putting back errant cones and moving things at turnarounds. I was very surprised at how quick so few marshals could actually turn the stages round.

To those marshals that came and helped at Blyton I am very grateful and cannot say too often how well those marshals performed on the day - Thank you all very, very much.

Sunday saw a small team doing the last of the Tidying up. That also seemed to take less time than previous years

AUTOMARK FARRINGTON

TROPHY RALLY



No Clitheroe & DMC Event is complete without the traditional Steve Lewis 'After Dinner Asleep' Photo



4th O/A Darren Meadows/James Squires



2nd in Class Steve Johnson/Steve Butler



Clean up Crew - Sunday Morning

Proposed PSA & FCA Merger To Create World's 4th Largest Carmaker

Lets get the initials out of the way first I think? PSA are Peugeot & Citroen who now also own Vauxhall and Opel. FCA are Fiat Chrysler Automobiles who in Europe own Fiat, Alfa Romeo, Abarth, Maserati, Lancia and a chunk of Ferrari. In the US they own Chrysler, Jeep, Dodge and Ram. They now propose to merge the whole lot into one company.

Idea is PSA are strong in Europe, FCA in North America. So to start with PSA get better access into North America. As ever when these deals occur the main driver is to cut costs largely by spreading the enormous costs of new vehicle development (particularly electric and driverless vehicles) over much higher volumes. This plan envisages cost savings of no less than 4 Billion Euros a year! It was also stated that there were no plans to close factories but you can believe that if you like, and the unions (rightly I think) don't.

Although the deal is dressed up as a 50/50 merger in fact PSA is buying FCA because it had a significantly larger market value before the deal was signed. Of course nothing is done until it's done. There are complications in that the French government owns around 12% of PSA and Peugeot family still have about the same stake. The Agnelli family still own 29% of FCA. So as well as winning regulatory approval there will be a need for these 3 powerful forces to get into the same bed?

My bet is that it will happen because if it doesn't neither party is big enough to compete in the future. Big question is where that leaves Renault. It looked secure as part of the Renault/Nissan/Mitsubishi alliance but now that is in total disarray Renault looks very exposed and vulnerable. Once again the French government has a significant stake so perhaps sooner or later Renault will become part of the new PSA/FCA giant?

Aston Martin

Is The Darkest Hour Before the Dawn?

AM has faced a lot of dark hours in its history. Forget the Le Mans win (one only – 1959) and the James Bond glamour this is a company that has gone bankrupt seven times. Now while it fights to keep going until the new DBX SUV goes on sale next year it has announced some pretty terrible financial results. Sales of the current model range are down on last year and losses in the first 9 months of 2019 totalled £92M. AM have found the Far East market particularly tough with sales there now 34% down.

The dawn, if there is to be one, is the DBX. Certainly adding a luxury SUV to the range can work wonders, although Bentley is still losing money even with the Bentayga selling well. Then again just look at what the Cayenne and Macan have done for Porsche. Which is really the problem for Aston. They've announced the DBX will be priced from £158000. So firmly in Bentley, Lamborghini and soon Ferrari territory. With excellent cars like the Cayenne and the top ends of Range Rover and BMW X5 and X6 far cheaper. Aston need to sell 4000 DBX models a year for the grand plan to work. Will they?

Make no mistake Aston Martin are close to the brink. A few months ago they raised a desperately needed £120M on the bond market but had to agree a 12% pa interest rate. It's unlikely they could go back for more so they have to have the cash rolling in from DBX sales early next year. I think the car looks fabulous inside and out, let's hope at least 4000 people with close on £200k to spare agree with me next year.

AM may draw some comfort from what the Cullinan luxury 4x4 SUV has done for Rolls Royce. Although I love the interior of this car I've always been surprised that RR could make something that from the outside looks even uglier than the Bentley Bentayga. However that won't matter to RR as I'm a touch short of the £300k it takes to buy one of these. For the first 9 months of this year Rolls have sold 42% more cars than they did last year. That's 3777 cars of which 1780 so almost half were Cullinans. Some of this is new business is existing RR customers switching from saloons to the SUV but the end result is very positive. Let's hope Aston get the same benefits.

Green Issues

Sadly I can't seem to get away from these now. Latest news is that Bristol is to ban diesel engine cars and vans from a small area in the city centre and establish a larger charging zone for less efficient older commercial vehicles. These charges will be between £9 and £100 A DAY! Closer to home (for me anyway) in the Lake District the National Trust which owns about 20% of the area is discussing banning cars from some of the most popular areas. In this case the motive is largely congestion. I can actually see the benefit of this quite clearly IF public transport is greatly upgraded to fill the gap.

Thankfully some people are looking at other things than cars as the great polluters. I read recently that because of their sheer size, therefore the size of their engines, the fact that those engines run 80% of the time when cars run 2%, and that they use "dirty" fuel, the 40 largest cargo ships in the world pollute as much as many millions of cars do. There are almost 100,000 ships operating worldwide now and it's being suggested that cutting their speeds by 20% would have a dramatic effect on pollution levels.

Meanwhile more and more well qualified voices are speaking out against the rush to electric cars because of the environmental damage caused to the production and later disposal of lithium ion batteries. We live in confusing times indeed.

Alfa Romeo Walk Away From Sports Cars

News that will shock Alfa enthusiasts: the company announced this week they were cancelling the planned 8C supercar and GTV sports car projects in order to divert resources to the development of two new SUV models. The 4C sports car has already been dropped and the Giulietta hatchback will go soon. Going forward the Alfa range will consist of the Giulia executive saloon and 3 SUVs. Alfa bosses explain they must go where the demand is, simple as that. Can anyone hear the cacophony of Tazio Nuvolari spinning in his grave at something well beyond maximum revs?

New Car Dealer Numbers Must Reduce, But How Quickly

I don't think there's anyone left in the industry who doesn't believe that the number of new car dealerships in the UK and the rest of Europe will reduce the only question now is how quickly. Most manufacturers are adopting a policy of natural wastage so when a dealership closes for whatever reason they are not replaced. Sometimes the manufacturer simply can't find anyone to take over the area, sometimes they don't replace the dealer to improve the business of the neighbouring dealerships. Many think this sort of policy isn't moving the changes quickly enough. A major industry think tank recently issued a report saying that "substantial" car retail network reductions are required before remaining dealers can see a significant increase in their profitability.

Across Europe the number of new car sales points has declined by 16% in the past 10 years, a tiny 1.6% per year. In the UK the decline has been only 2% over 10 years. Expect many more to close in the next few years than the last.

Tesla Return to Profit!

When Tesla announced their Quarter 3 financials a couple of weeks ago they surprised the markets by delivering a return to profitability recording a surplus of \$261M having delivered 97000 cars in the quarter. Cost cuts are as much a factor as increased sales and not unexpectedly the margin per car dipped as the cheaper Model 3 volumes increased. The company was happy to announce more good news coming. Their new factory in China is ahead of schedule and within budget and the next new model an SUV (surprise!) is also ahead of schedule with launch now planned for Summer 2020.

Ford of Britain Moves House

60 years ago Ford moved their UK Head Office to just outside Brentwood from Dagenham. Now that iconic site has been sold for housing (what else). The vast office building will become 250 flats and the even bigger car parks will have houses built on them. All the office functions have moved about 20 miles to the East to share the site of the Dunton Technical Centre. While Ford are putting a brave face on this as a great step forward the main benefit will be cost reduction. The property sale will put a lot of cash in the bank no doubt.

Ford's recent history in the UK has been one of retreat. The Southampton van plant closed 6 years ago, the Bridgend engine factory closes next year, now the Head Office has been sold off. Good news is that apparently all these painful decisions are bearing fruit with the company at least moving closer to profit.

UK Car & Van Sales Decline, European Sales Rise

October was another poor month for UK vehicles sales. New cars were almost 7% down on 2018 and year to date the decline is almost 3% so the drop is gathering pace. Analysts think the main problem is uncertainty and a lack of confidence caused by election worries and the dreaded B****t. Certainly those who make individual decisions are backing off more, retail sales were down 13% in the month and small business over 30%! Only big fleet business (where the manufacturers and dealers don't make any money) held up.

Equally worrying for those involved in commercial vehicles was an 11% drop in new van sales. So far this year van sales have held up at 3% higher than last year. The crash in October was there fore unexpected and an unpleasant shock. It was concentrated in the bigger van area (think big Transit or Mercedes Sprinter) where sales were a staggering 19% down. Once again small businesses being cautious?

Across Europe the picture is different. Latest figures available are for September where sales were up over 14% against last September. This has almost made up for a slow start to the year with year to date sales only 1% down. There were wide divergencies with in the month Sweden 40% up and neighbouring Norway only 5%. Critically the large markets of Germany, France and Italy were all well up.

Star performers in September were VW almost 58% up on last September when they were very short of vehicles. While the Golf continues to be their top seller it is VW's strength in SUVs that is now driving their growth. Which perhaps explains Alfa's decisions? Tesla sold 17500 Model 3s across Europe in September (more than Mini!) to make it the 11th top seller, amazing result for a car that starts at over £40000.

Pendragon & Lookers Still Facing Big Problems

These are two of the UK's largest dealer groups. Lookers who operate from about 165 dealerships are facing an FCA investigation over how it has been selling financial products. In the summer the company warned it was facing "difficult trading conditions" but last week brought its Q3 statement forward by about two weeks to say that conditions since mid September had been "much more challenging than expected". The shares which traded at £1.85 four years ago are now under 50p. The two most senior executives in the company have left abruptly. At least 13 of the dealerships (almost 10%) are to close before the end of the year.

Meanwhile rival giant Pendragon has reported a continuing decline in sales and profits and that it had completed the closure of 22 of its Car Store used supermarket locations. Pendragon sees green shoots as the drastic actions taken begin to bear fruit. For Lookers there may be more pain to come. Both are now searching for a new boss willing to take on the challenge.

GM Lose \$3 Billion Due To Long Strike

The industry used to be so strike prone that it was more newsworthy to report when there wasn't a strike in the UK car industry than when there was. Things have changed out of all recognition but in the US GM has just settled the biggest dispute for many years. In mid September, 48,000 of their workers went on strike and didn't go back to work until late October. Thirty-four factories in the US were closed and plants in Canada and Mexico were forced into part-time working due to lack of components.

Production of over 300,000 vehicles was lost which GM say will knock £1 Billion of this year's profit but the settlement they were forced to make will cost twice as much. An expensive four-year pay deal was eventually agreed which included permanent staff getting an \$11,000 dollar bonus (each!) just for agreeing the deal. In addition GM committed to invest \$9 Billion in the US \$7.7 Billion going into factory modernisation.



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Sprint and Hillclimb Season Review.

Nigel Fox : Clitheroe & DMC

With dark evenings upon us it seems appropriate to have a little review of the season.

I entered twenty four events, (22 in the Van Diemen RF89 Formula Ford, 2 in the 2 litre Zetec powered Caterham). I only failed to record a result once, that was at Barbon in July when the Formula Ford broke a drive shaft universal joint.

I entered a number of championships with the following results.

SD34 5th overall

ANWCC sprint and hillclimb 3rd overall, sprint 4th overall

Longton Northern Speed Championship 9th overall

Liverpool Speed Championship 8th overall

XBC (cross border speed championship) 4th overall, 1st in class

HAS (Hillclimb and Sprint Association speed championship) 18th overall, 1st in class

At the end of the season the trusty crossflow in the Formula Ford wasn't running as crisply as it should. A stripdown of the head by Dave Harwood at RSM in Morecambe revealed a damaged valve seat. The seat was recut and all the valves lapped in and it's now as good as ever.

The next project is to try and improve the brake balance in the Caterham with a dual master cylinder and balance bar set up.

Next year I intend to run both cars throughout the season in equal measures. My next outing won't be until March so I'll have to make do with a little trials bike riding over the Winter.

So that's it! Best Wishes to everyone for the festive season, I'll be back next year.

Nigel Fox : Clitheroe & DMC



A woman in a supermarket is following a grandfather and his badly-behaved grandson.

He has his hands full with the child screaming for sweets, biscuits, all sorts of things.

The grandad is saying in a controlled voice:

"Easy, William, we won't be long . . . easy boy."

Another outburst and she hears the grandad calmly say :

"It's okay William. Just a couple more minutes and we'll be out of here. Hang in there, boy."

At the checkout the little horror is throwing items out of the trolley.

Grandad says again in a controlled voice :

"William, William, relax buddy, don't get upset. We'll be home in five minutes, stay cool William."

Very impressed, she goes outside to where the grandfather is loading his groceries and the boy into the car.

She says :

"It's none of my business, but you were amazing in there. I don't know how you did it. That whole time you kept your composure, and no matter how loud and disruptive he got, you just calmly kept saying things would be okay. William is very lucky to have you as his grandad."

"Thanks," says the grandpa.

"But I am William. The little b@stard's name is Kevin."

A BUSY WEEKEND AT ANGLESEY ROUNDS OFF THE LONGTON CHAMPIONSHIP YEAR

Report and pictures by DENISE MOORE

Dire warnings of foul weather thanks to the tail end of Hurricane Lorenzo did not seem to daunt the intrepid drivers gathered for the finale of the season at Anglesey on October 5 and 6.

Both days were fully subscribed. The National A British Sprint Championship fielded 16 drivers in 15 cars on both days and the National B classes had 90 drivers in 81 cars on Saturday and no less than 93 drivers in 85 cars on Sunday. Fingers were firmly crossed that the weather would co-operate!

Saturday started cloudy and breezy with rain forecast for later but the track was dry. Those who had never been to Anglesey before were treated to a convoy run and then the course opened at 9.55am for practice to get underway.

First off the mark were the National A drivers who took things quite gently, although Nick Algar in his DJ Firehawk smoked his tyres into Rocket and failed to take the bend on the correct line but he held it together well and continued his lap.

Rocket continued to collect victims throughout practice, Craig Powers in the OMS 2000 got into the bend before coming to a halt with car problems and the rescue unit had to tow him back to the paddock as the car could not be restarted. Consequently Martin Chittenden in the orange Pulsar was red flagged and had to have a rerun.

Disaster then struck when David Williams' Darrian started smoking coming up to Rocket but he was able to continue until a big puff of smoke became visible at the Corkscrew bend. It was then noticed that unfortunately, the Darrian had leaked oil from the bottom of Rocket pretty much all the rest of the way round the track!

There was more than half an hour delay while the marshals worked their socks off to put down as much 'kitty litter' as they could to make the track safe to run on again. This had the novel effect of making all of the following drivers look like they were dirt track racing from the amount of dust kicked up!

Michael Bellerby in the Sylva Stryker did a lovely little twirl in Rocket but gathered himself up and carried on. Anthony Bailey in his Ford Escort and Clive Plested in the MG ZR also had minor problems, both taking Rocket too wide, with Clive trundling over the grass before continuing onwards. Still the mistakes kept coming and Geoff Mansfield in his beautiful grey Jaguar Cougar Special ended up facing backwards in Rocket. One of the Caterhams came off into the tyre wall at the back of the circuit bring the red flags out again. Fortunately, no one was hurt and the driver managed to restart and got the car round under its own power.

After all the thrills and spills of practice it was with a feeling of relief that we managed to get to the first timed run but we were not even half way through before it started to spit with rain which managed to hold off until lunch.

Peering anxiously at the skies, play resumed after the break with the second timed run at 1.30pm. Ed Carter in his Force PT had a bit of a whoopsie off the start line and was limping along before he managed to get going again. Eve Whitehead, double driving the OMS 2000, had her turn at a DNF after a bit of a twizzle at the top of the hill and, not to be outdone, Richard Forber totally locked up his brakes coming down towards Corkscrew and barely held it together before continuing on at a very rapid pace.



Continued on Page 54

Anglesey Sprint Continued from Page 53

The nippy Caterhams of the Lotus 7 Club were not immune to the occasional mishap; Bryan Herriott in his Caterham 7 Roadsport spun in the entrance to Rocket before continuing onwards, closely followed by Clive Marsden having a similar squirrely moment.

The National A top 12 run-off followed, the only victim of circumstance being Simon Bainbridge in the green SBR Chrono whose wing came off about 200 yards from the start tearing off part of his tail and number - the pieces coming to rest next to the marshal's post. Whilst Simon carried on round the track with the rest of his car, the pieces were retrieved and sent back to the paddock. Sadly, he was unable to continue to the second run-off.

Two further timed runs followed with hardly any further incidents, although John Phelps in his Westfield Megabusa went into the tyre wall at Rocket Out and a couple of reruns were required after a slight delay. Robert Bellerby in the Sylva Riot turned off before the first corner evidently with some engine problems and was able to pull back into the paddock via the rescue gate.

FTD for the National B runners was Glyn Sketchley in his black Force PT in 49.92 and ten new National records were set.

Sunday started dull and blustery after heavy rain overnight. had thankfully It soon brightened up and became sunny and blustery instead!

The track was wet and, as practice showed, quite slippery in places. The first corner of the International circuit certainly seemed to fool some drivers, the first faintly embarrassed casualty of this greasy corner was National A driver Chris Bennett in his red Caterham 7 who did a delightful pirouette to end up facing the tyre barrier, no damage done thankfully. He was not the only driver caught out here, Craig Powers had a squirrely moment but carried on albeit slightly slower.

Ed Carter in the green Force PT had an incident in Rocket and although he got restarted, red flags came out and two following cars were baulked and had reruns. There was also an incidence of a car 'using practice as practice' and being caught by the following car who evidently was not. The Darrian appeared to be smoking again (echoes of yesterday's trauma) but thankfully was not spreading fluids on the track this time although David Williams tiptoed round the track very carefully.

The VW Golf Mk1 of Christian Evans locked up badly coming down the hill to Corkscrew but he managed to hold everything together and carry on. Somewhat more spectacular was Keith Rose in the silver grey and red Mazda MX5, who left the track completely skidding off at the first corner at speed, across the grass, kicking up chunks of turf and ending up travelling backwards on the very slick infield for over 50 metres. He calmly got the car turned around and driving across the infield re-joined the track.

The same corner caused Alan Sawyer in his white Subaru Impreza to do a rather damaging twirl, he ended up bouncing up the rumble strip backwards and although he set off again, the harm had been done and he stopped near the banked bend. Sadly, the damage put him out for the rest of the day.

Although there were several other dodgy moments - the Lotus 7's particularly enjoying themselves - practice finally gave way to T1.

With the track drying quite quickly fewer drivers were skittery and speeds picked up until Timothy Higgins in his orange Westfield Sei took a 180 degree spin out of the first corner, no damage done, and he carried on. T1 happily finished with very few incidents.



Continued on Page 55

Anglesey Sprint Continued from Page 54

With increased confidence and drivers trying harder in T2 came the spectacle of a few drivers booting the accelerator through the final hairpin and shooting through the finish line in a variety of attitudes, not always facing forwards.

John Clarke in his Caterham 7 spun just before the flag, straightened up and went through forward. Richard Price in his Caterham went one better and went through sideways before ending up facing back the way he came in a puff of brake smoke. To be fair, it was mostly the Lotus 7 classes who were having the most 'fun' coming round the hairpin, lots of smoking tyres and skittery bits! Lunch was taken at the end of T2.

The top 12 run-off followed, the blue Lola 90 Tegra Judd (double drive) went off the start line okay and then seemed to lose power in the first corner, he then proceeded to chug slowly round the course which ruined his chances of finishing well in the Championship.

T3 followed, and apart from a few slightly dodgy moments at the finish line accompanied by squealing brakes and puffs of smoke there were no incidents. T4 similarly went very well. The clouds were beginning to build as T4 ended and by the time the presentation took place the rain was coming down rather hard. Phew, got it done!

FTD for the National B again went to Glyn Sketchley in a time of 80.30 secs and thirteen new track records were set.

The Club would like to thank the championships and drivers that joined us to make this a very memorable weekend, as well as the officials that helped make it run smoothly. The biggest thanks are of course reserved for the marshals who worked particularly hard over the entire weekend.

We would also like to thank BARC and the Lotus 7 Club for their kindness in presenting LDMC with trophies. The club's congratulations go to Longton member John Graham for winning the British Sprint Championship on this final weekend. Well done John!

Report and pictures by DENISE MOORE





VINTAGE SPORTS-CAR CLUB
THE DRIVING FORCE OF VINTAGE AND HISTORIC MOTOR SPORT

LAKELAND TRIAL

10th November

Keith Thomas

A fantastic day with fantastic people at the VSCC Lakeland Trial

The premier club in this country for people competing with vintage type motor cars is the VSCC or Vintage Sports Car Club who's headquarters are at the Old Post Office or TOPO as its known Chipping Norton near Oxford, they organise all kinds of different types of events all over the country. Some are of a social nature such as scenic tours. some of a very competitive nature in the form of races at the major circuits, speed hill climbs and sprints at various venues, trials either in muddy fields, woods, forests etc and some events that combine social and competitive disciplines to a greater or lesser degree depending on your personality with driving tests at Bicester and Madresfield to name but two famous ones.

One of their best supported and it has to be said roughest and toughest events is the Lakeland trial with its temporary headquarters based at the Wheatsheaf pub in Lorton. The competitive sections are all on private land in the forests around Whinlatter and Wythop, a rough track and this year sections in woods near Buttermere as well as a very adrenaline generating ascent of the steep twisty mine track that leads to the top of Fleetwith Pike from Honister slate mine.

This event has been a feature of the Cumbrian motorsport calendar for over 50 years, it was devised and run for many of those years by well-known Rogerscale character Dick Smith, helped by his family and friends but with less locals being involved in recent years it was becoming more and more difficult to run it from Chipping Norton and its viability was looking fairly bleak unless lots of people came forward with offers of help.

A plea for marshals and helpers was received by myself from Andrew Tarring the trials secretary of the VSCC which I sent out to local enthusiasts and local motor club members via the various club magazines such as this one, the result was overwhelming.

A meeting was organised and held at Workington golf club which incidentally is open to everyone and ideal for such gatherings where Andrew Tarring came up from Oxford and outlined what was needed to a packed audience. Many that couldn't attend on the night e mailed and phoned expressing their support. David Rushton seeing the tremendous support shown agreed to take on the role of clerk of the course so things snowballed from there. Andrew Tarring then drove the 250 miles back home to Tewksbury very pleased that he had made the effort to visit Cumbria, it was a great effort on his part, thank you Andrew.

Continued on Page 57



SALTIRE Classic Rally **Continued from Page 56**

New sections were found, work parties were organised prior to the event, cutting back dangerous branches or removing tree stumps, route details were submitted and permissions obtained from the forestry commission and other landowners. Entries rolled in and had to be capped at 100 because of National Park restrictions but a reserve list was also created with people standing by in case some had to drop out for any reason, the trial once again was on a high.

The Lakeland took place on November 9th but all the sections were marked out the previous day and with cold but dry weather generally it was a great success. Marshals and competitors came from all over the country, local hotels, B&Bs and holiday cottages were full, evidence of this could be seen when driving around the area, vehicles towing trailers loaded with trials cars were everywhere so a great boost for the local economy.

Locals Dave Nicholson from near Egremont together with daughter Victoria and Eamont Bridge resident Andrew Wright passengered by Alister Kyle from Buttermere were competing and both pairings loved the tough testing day although completing events like this is akin to doing an SAS course at times as up on Fleetwith Pike it wasn't just cold and dry it was blowing a gale and sleeting, ask Edwin Cook and his mates.

Edwin was lowering cars with only brakes on two wheels down the mountain, Edwin driving behind the competing car with a stout sling attached to the front of Edwin's big pickup, passengers are not allowed to ride in cars back down the hills so it's a bit of a route march from the top of Fleetwith Pike especially as many of the passengers forced to walk have been collecting their old age pension for very many years. A doctor's note is required from the passenger to be allowed even to ride back down in the pickup, safety is a paramount consideration.

After the event finished on Saturday I have no doubt that a world record for the number of people possible to get in a pub was broken, the Wheatsheaf pub was totally gridlocked inside with muddy faces grinning, laughing, shouting and joking while trying to consume drinks that kept being passed over the heads of people to others nowhere near the bar.

Four competitors were staying with us who are friends of ours, Jonathan Rose being one of them in a wonderful old car that was Sydney Allards own car, in actual fact it was the 2nd one he built with its V8 3.9 Litre engine sounding magnificent as it reverberated around the Lake District sections on Saturday.

After the trial and a hot bath we went to Keswick for a meal with other friends Peter Kite and his partner Di who won the trial outright in their GN, this has an even more distinctive and wonderful sound than the Allard.



Continued on Page 58

SALTIRE Classic Rally **Continued from Page 57**

We went to a Tapas bar in Stanger street called the ES bar I believe its name was, it was really great then on to a proper coffee bar just up the lane as the Tapas bar didn't serve coffee, both places were busy again with people up for the trial so it just shows the benefit over a wide area the event brings to the wider locality. The coffee bar served some really unusual coffees with Drambuie, Whisky and other specialities as well as fancy ice creams, this to a country bumpkin like me felt like being in a New York bar or really Chic resort. I may be easily impressed and easily pleased I suppose but everyone even those from "down South" agreed both were fantastic places and well worth a visit in future.

It was fantastic to see so many people working together for the good of the sport. I spent my day at the new sections at Buttermere helping push and pull cars through the muddy field on the approach to the sections, then extract the cars that got stuck with people who came from Chester, Durham, Windermere, Whitehaven, Whickham and Worcester to help as well as Wigton motor club stalwarts John & Marion Sloan, David Agnew. The recovery teams were led by Malcolm Fotheringham and Will Sherwen with their 4x4s without who's assistance the trial could have sunk out of sight.

Not all cars got stuck in the glutinous mud on the approach to the wood through the field or the difficult climbs up through the trees. Simon Price in his left hand drive Ford Model A special and his attractive passenger Karen climbed right to the top of both sections giving a masterclass in car control to the vast number of marshals watching. Their successful climb to the top was greeted with spontaneous applause from everyone there. Karen is an army paramedic who I met earlier this year when she saved the life of a very seriously injured competitor at an event I was at by using her battlefield skills. She had just returned days earlier from Afghanistan, how lucky that she was on the scene of the accident seconds after it happened.

A similar demonstration of superb car control evidently had been given by Peter Kite in the GN with his equally attractive passenger Di, perhaps I have been missing an essential component as when I have been trialling in my Buckler on similar rough muddy events Edwin Cook has been my passenger, Mmmm, perhaps I need to reconsider who goes with me in future !

We met many other enthusiasts and on set up day the previous day were even shown a collection of classic cars locally and invited for coffee by a very hospitable and friendly local. The land- owner of the field and the wood Alister Kyle has already agreed improvements to facilitate better access to the wood for next year which is really fantastic news so make a note in next year's diary it's always in early November.

The Lakeland Trial is a really unique event and what a magnificent spectacle it is to see cars worth fortunes being pushed to their very limit and beyond, why not come and help next year I like many others have meet some really wonderful, enthusiastic people over the years that since have often become lifelong friends.

Continued on Page 59



SALTIRE Classic Rally **Continued from Page 58**

E mail or contact Andrew Tarring at VSCC head office or myself if you wish to be added to the VSCC mailing list, this way you will be kept informed of all happenings and news leading up the trial during the year. Look at the pictures and the smiling faces they will show what a wonderful day everyone had.

Keith Thomas.

Contact details if you wish to be added to the mailing list are Andrew.tarring@vsc.co.uk or kandca.thomas@branthwaitemill.com

A young man was walking through a supermarket to pick up a few things, when he noticed an old lady following him around. Thinking nothing of it, he ignored her and continued on. Finally he went to the checkout line, but she got in front of him.

"Pardon me," she said, "I'm sorry if my staring at you has made you feel uncomfortable. It's just that you look just like my son, who just died recently."

"I'm very sorry," replied the young man, "is there anything I can do for you?" "Yes," she said, "As I'm leaving, can you say 'Good bye, Mother'? It would make me feel so much better."

"Sure," answered the young man.

As the old woman was leaving, he called out, "Goodbye, Mother!"

As he stepped up to the checkout counter, he saw that his total was £127.50. "How can that be?" He asked, "I only purchased a few things!"

"Your mother said that you would pay for her," said the clerk

A man is at work one day when he notices that his co-worker is wearing an earring. This man knows his co-worker to be a normally conservative fellow, and is curious about his sudden change in "fashion sense."

The man walks up to him and says, "I didn't know you were into earrings." "Don't make such a big deal, it's only an earring," he replies sheepishly.

His friend falls silent for a few minutes, but then his curiosity prods him to say, "So, how long have you been wearing one?"

"Ever since my wife found it in my car."

One Sunday a pastor told his congregation that the church needed some extra money and asked the people to prayerfully consider giving a little extra in the offering plate.

He said that whoever gave the most would be able to pick out three hymns.

After the offering plates were passed, the pastor glanced down and noticed that someone had placed a \$100 bill in offering.

He was so excited that he immediately shared his joy with his congregation and said he'd like to personally thank the person who placed the money in the plate.

And there sat our Rosie all the way in the back shyly raised her hand.

The pastor asked her to come to the front.

Slowly she made her way to the pastor.

He told her how wonderful it was that she gave so much and in thanksgiving asked her to pick out three hymns.

Her eyes brightened as she looked over the congregation, pointed to the three most handsome men in the building and said,

"I'll take him and him and him!"



LAKELAND TRIAL

10th November

Stuart Bankier : Berwick & DMC

For anyone with an interest in vintage cars the Lakeland Trial really is a must. It has been running for over 50 years and takes in over a dozen trial sections in the area around Bassenthwaite, Lorton, Buttermere and Honister. With an entry of over 100 cars including everything from an Austin 7 to a Bugatti Brescia it is a fascinating day out.

We were allocated to marshal at Drumhouse which is in effect the track that runs from Honister Slate Mine up to the top of Skelwith Pike which for the record is close to the spot where Alfred Wainwright's ashes were spread when he died in 1991. Most of the trial sections are fairly short but Drumhouse must be three quarters of a mile long and runs uphill through several very steep hairpins on what is in effect a bed of slate.

The trial has eleven different starting points and about thirty of the cars started from Honister with Car 0 making a very prompt start at 08.40. The test is a dead end and crews have to retrace their steps to the bottom of the hill in batches of eight with passengers walking in the interests of safety. As many of the competing cars have no front brakes Edwin Cook was on hand to give them a suspended two back to the bottom of the hill with a rope firmly attached to the rear of the competing car and the front of his Toyota truck (yes the type favoured by the Taliban).

Nearly all of the early cars managed to get to the summit without a problem but as the day wore on and it snowed a little a combination of wet slate and an increasingly rutted track meant that many cars did not get anywhere near the top.

The event became a more than a little spread out as the day wore on as both the access to the new tests at Buttermere Old Road and the tests themselves proved really challenge with lots of pulling and pushing on the part of the marshals was necessary to get cars through the test and back on to terra firma as the photo shows.

Drumhouse is challenging in more ways than one as it is also a public footpath and the only designated spectator point on the event. Apparently there are usually in the region of 600 spectators but where we were the spectators were all very well behaved and all ready to chat about the cars and the event. I am very grateful to the photographer Paul Down for emailing me these photographs after the event. Paul was one of the many people that we met and chatted to on the event.

Towards the end of the day the weather drove many of the spectators back to the café at the slate mine and only a few hardy souls remained.

A great day out – put it in your diary now

Stuart Bankier : Berwick & DMC





NESCRO



Historic Motorsport In
The North Of England & Scotland

2019 Challenge Final Positions

Following the Saltire Classic & Targa

Only showing the Top 10



*Photos Courtesy of Frank Love
Race & Rally Photography*

NESCRO 2019 Historic Driver's Challenge

Pos	Driver	pts
1	David Marsden	475.7
2	Brian Bradley	441.7
3	David Garstang	401.3
4	John Sloan	347.0
5	Malcolm MacKay	286.6
6	Tom Hall	272.2
7	Joe Hardy	267.5
8	Dave Short	249.5
9	Graeme Cornthwaite	233.6
10	John Ruddock	203.8

NESCRO 2019 Targa Driver's Challenge

Pos	Driver	pts
1	Simon Jennings	677.8
2	Phillip Hodgson	581.0
3	Chris Dodds	567.3
4	Geoff Bateman	478.1
5	Jack Morton	447.0
6	John-Paul Foran	411.4
7	Chris Hunter	406.5
8	Kevin Savage	369.1
9	Robert Short	313.6
10	Quentin James	300.3

NESCRO 2019 Historic Navigators Challenge

Pos	Navigator	pts
1	Michael Garstang	460.0
2	Michael Marsland	441.7
3	Mathew Alexander	391.3
4	Marian Sloan	347.0
5	Marc Crack	286.6
6	Roy Heath	249.5
7	Bob Hargreaves	207.5
8	Lynsey Procter	200.3
9	Neil Harrison	192.3
10	Kevin Carruthers	182.9

NESCRO 2019 Targa Navigators Challenge

Pos	Navigator	pts
1	Clive White	603.8
2	Ian Giles	581.0
3	Maggy Bateman	478.1
4	Joshua Bailey	411.4
5	Fiona Tyson	406.5
6	Colin Fish	393.2
7	Phillip Savage	321.2
8	Kirsty Thompson	313.6
9	James Greenhough	305.9
10	Tom Howe	300.3

THE SALTIRE CLASSIC RALLY

Ed Graham : NESCR0 : Hexham & DMC

The Saltire Classic Rally proved to be a superb finale to the NESCR0 Challenge Series with a superb event, run in superb countryside with a superb grandstand finish which saw Andy Beaumont/ Bob Hargreaves (Sunbeam Rapier) take victory by the slenderest of margins, just edging out John Haygarth/ David Taylor(Opel Kadett) by a mere second after 16 tests and four tricky regularities, the whole event taking place against the backdrop of the magnificent, snow capped Perthshire mountains.

Despite running late in the year and being a long drive for many competitors, the Saltire's reputation ensured that an excellent entry pitched up in Blair Atholl, all ready to sample this unique event. An early start saw Haygarth/ Taylor clean the opening test through the Blair Atholl Estate but Beaumont/ Hargreaves were quickest on the following blast round the local council highways depot. The opening regularity followed , a long affair running North up Glen Garry to Dalnacardoch then down General Wade's Military Road to finish near Dallcalloch, Beaumont / Hargreaves were best on this one, dropping just 20 seconds, Haygarth / Taylor close behind on 22 with Dave Short/ Roy Heath on 29 despite claiming to be extremely rusty.

Two tests followed on forest tracks just below Errochty Dam, these were a bit hard to find and there was much back tracking in evidence as crews sought the slot off the B847. A run down towards the Dunalistair Reservoir took crews to the very short Test 6 where Beaumont/ Hargreaves were narrowly quickest , then a longish run u to Kinloch Rannoch and back took crews to another forest track test where the order was Haygarth/ Taylor, Reid/ Lindsay (MG Midget) and Marsden/ Garstang (Escort MK1). The second regularity started straight after this test, a wonderful bit of road that climbed up Allt Strath Fionan and down Allt Kinardochy to finish just outside Tummel Bridge, Haygarth/ Taylor dropped just 2 seconds on this one with Reid/ Lindsay on 6 and Beaumont/ Hargreaves on 9. The road alongside Loch Tummel led to that perennial favourite, the Ardgulich Caravan Site, venue for two tests, with the lunch halt in between. Test 8 featured the downhill start,not for the faint hearted it saw Beaumont/ Hargreaves marginally fastest from Short / Heath and Reid Lindsay.

Suitably fed and watered in the unique "Byre" lunch venue, proceedings recommenced with a blast back up out of Ardgulich, Haygarth/ Taylor were fastest, must have had a very light lunch !!. Running alongside Loch Tummel and past the famous Queens View, the next test was the slippery little track the locals call "The Bruce", extremely short, it saw a host of crews post identical times.



Continued on Page 63

**Photos Courtesy of Frank Love
Race & Rally Photography**

SALTIRE Classic Rally Continued from Page 62

On to the next regularity which started just off the A9, or it did when crews eventually found it, the slip road off the main a9 being difficult to spot.

This was a gloriously long affair , running alongside Lochs Faskally and Tummel before joining what had been the morning's Regularity Two and running in the reverse direction to finish by the wee lochan above Crossmount. Reid / Lindsay set the standard on this one dropping just 13 seconds with Short/ Heath the best of the rest on 19. The route then reversed the morning run, running back to the two tests below Errochty Dam where Haygarth / Taylor were quickest on the first one and shared the honours with Beaumont/ Hargreaves on the second. Regularity Four was a direct reverse of the mornings opening one, albeit with the ITC's moved about, Haygarth / Taylor were best on this one from Marsden/ Garstang with Beaumont/ Hargreaves and Reid / Lindsay close behind. The final two tests ran through the Blair Atholl Estate

and, with darkness approaching, Reid/ Lindsay shaded the penultimate test while the leading two crews shared the honours on the final one with a late flourish from Ian Dixon/ Maurice Millar (MGB GT) seeing them in amongst the leading times.

It was nail biting stuff as the crews awaited results which, when they arrived showed Beaumont/ Hargreaves having taken the win by the narrowest of margins, just one second, while Haygarth/ Taylor's total showed that they had incurred a 15 points penalty for missing a code board on one of the regularities, there was much querying and questioning but the result stood, not least because the event Steward confirmed the said code board had been located where it should have been. So, a great finish to a really great event, the Saltire Rally Club had served up a real "Highland Treat" , a super way to finish the NESCR0 series and a super days sport for all the crews. Quite how organisers rustle up so many marshals to run the event and quite how they manage to al stay so cheerful all day is anybody's guess but they all deserve the warmest congratulations and, as many crews were heard to comment at the finish, " We'll Aye Be Back ".

RESULTS :-

1.	Andy Beaumont / Bob Hargreaves	Sunbeam Rapier	17:42
2.	John Haygarth / David Taylor	Opel Kadett	17:43
3.	Michael Reid / John Lindsay	MG Midget	18:15
4.	Dave Short / Roy Heath	Ford Escort MK2	18:35
5.	Dave Marsden / Mike Garstang	Ford Escort MK1	20:00
6.	Ian Dixon / Maurice Millar	MGB GT	21:01
7.	Jim Hendry / Findlay Wyatt	Triumph TR3	22:27
8.	Stephen Place / david Place	MG Midget	23:17
9.	David Smith / Norden Lester	VW Golf	23:22
10.	Gavin Thomson / David Lauder	Ford Escort Mexico	25:38

Ed Graham : NESCR0 : Hexham & DMC



THE SALTIRE CLASSIC & TARGA RALLY

Geoff Bateman : West Cumbria MSC



After having had some well documented problems of an arboreal nature in the 2018 Saltire, not to mention

getting lost on the final night time regularity, Maggy and I decided to return for the 2019 event as a matter of “unfinished business”. Having learnt some lessons from the previous year we decided that we needed far better preparation than previously and had to try and devise a better method for navigating in failing light.

The finals were sent out by e-mail on the Wednesday prior to the event and as soon as we got them I set about transferring the information on to our mapping system. To make things easier for this year we had joined the OS and therefore could make use of their system to print off map sections at A4 size and at an increased scale. Using this system I was able to produce a road book for Maggy with the route plotted on disposable sheets which could be thrown away once used. This allowed us to only have one plot line per sheet and print at 1:25000 which was much easier for her to read with her eyesight problems.

The route plotted out well and with our new road book done, custom speed tables printed and the car prepared we set off for Blair Atholl, the new start venue for 2019. The Atholl Arms hotel was warm and welcoming and was a great base for the 3 nights we were there.

Scrutineering at Blair Atholl Garage (the event sponsor) started on the Saturday afternoon and was passed with no problems once I got the car started in the cold conditions. Having arrived the night before had allowed us to go out on the Saturday morning to have a look at some of the places we'd be going on the Sunday and give ourselves a chance to enjoy some of the magnificent scenery in this part of the country and the weather was kind. We noticed quite a bit of snow around on the hills but none on the roads we were going to use the next day.

Rally day dawned overcast but dry with an overnight frost which required use of the ice scraper which had been part of the splendid competitors “goody bag” provided by the event's sponsor. The test diagrams in the well produced road book were all marked up, the navigation was sorted we just had to make a start. We were running right at the back of the field, car 39 out of 40 so we didn't have any time to waste as the closing car was only 20 minutes behind so there was no room for wrong slots this year.

We started and immediately moved in to test 1, a short distance from the start, which comprised a short run up an estate road (0.7 miles) but run as a regularity with a speed change from 30mph to 15mph at 0.4 miles. Not our most favourite way of starting an event but it passed without incident and only got a 3 second penalty. A short run past an imposing house at a strict 10mph saw us to the start of test 2 which looked like being more fun. A quick run up a good estate road with a code board to collect was going fine until we got to a cone on the right, hidden on the approach, which we had to go to the right of. Seeing the cone at the last minute the brakes were applied hard but we slid past and had to reverse back to get it. Once that was sorted it was a nice quick run to the finish with just one more cone to get round but that one was visible. The finish marshals seemed quite amused by the number of cars which had missed the first cone, even some of the top crews had sailed past it.

A short road section followed which took us through Blair Atholl for a regroup prior to test 3. The regroup was to ensure all cars were clear of Blair Atholl before the Remembrance Service started there that morning. The test itself was in a salt storage yard, aptly named “Salty's” and was quite a tight test around cones and buildings with a 180 right which was a bit tight and required a stop and reverse to get round. I have trouble with hand brake turns going right for some reason, the tight left 180 which followed was no problem and we went back out on to the road for the first long regularity section.

Regularity 1 went along the B8079 through Bruar towards Calvine where it turned sharp left off the road and on to a cycle track which ran virtually parallel to the A9. (It was the old road). Everything was going fine until the first speed change where the trip and clock were reset but for some reason the clock mode had changed and instead of restarting at 32 seconds it just sat frozen. It took a while to realise this and unfortunately we'd been working on the basis of speeding up and correcting when the clock came up. There was nothing to do but make a guess at it and wait until the next speed change where we could reset the clock and make sure it was working correctly for the rest of the section. Really annoying as it had only ever done that last year and I thought I had cured the problem, obviously not! Minor discord in the cabin was soon over and we followed the route onwards up General Wade's Military Road, to RFC1 and on to Test 4 start at Trinafour.

Continued on Page 65

SALTIRE Classic & Targa Rally

Continued from Page 64

Test 4 was up through the forest on a pretty rough track to the Errochty Dam. This caused one or two crews problems with punctures or mechanicals but we got up there with a few good clouts on the sump guard. Just a few simple cone passes and a couple of code boards and we got to the top. The trip down the grassy bank to the dam could have been a test in itself but the dam was reached without incident.

A slow 10mph run over the dam got us to test 5 start which was a mixed surface but much less rough than test 4 but with a tight double 180 manoeuvre about a third of the way down. It was on the right and I just couldn't hand brake it well enough to avoid a stop/reverse, however, the run down to the finish had a further 360 left to do which was no problem, and then a code board before the finish and a short run back out to the road at Trinafour.

The road transfer to test 6 involved a NAM with a code board which may have caught some people out as we passed this spot 3 times during the day, once on the left and twice on the right and it had code boards both sides. A nice run down the B847 to test 6 and first card collect followed and we arrived at test 6 to a small queue and were running well to time.

Test 6 was a short but muddy test around a farm yard building with a few cones to get round but we finished it with no problem and rolled off down the B847 and down to the B846 for a nice run along the side of Dunalastair reservoir down to Kinloch Rannoch where we took a left over the bridge to go up the other side of the reservoir on a very enjoyable yellow which eventually pulled up a steep hill to test 7, Findlay's.

The test was a good gravel track with a 90 right just after the start which looked a bit faster than it was in reality, followed by a twisting run, punctuated by a 3 cone slalom before reaching a gate with a 90 left immediately after to a free turn in a gap in a farm building. It was then a retrace back to the finish. An enjoyable test with no incidents so a happy crew pulled out left on to the yellow to head down to RSC2.

The second regularity continued down the yellow until reaching General Wade's Military Road and turning hairpin left to head north to finish near the power station at Tummel Bridge. This time we had no problems with the clock and no discord in the cabin.

The final road section of the morning saw us through Tummel Bridge and along the B8019 to the north side of Loch Tummel to test 8 "Norries Brae" at the Ardgalich Farm caravan site. A gravel test with a fast downhill start into a 2 cone slalom with a sweeping 180 left down hill into the site. A fast slight left up to a free tight 180 and back down for a tight hairpin left (the tree from last year is still there) and then a circuit of the site before a 90 right to finish. No incidents, no penalties which was a lot better than last year's wrong test.

Lunch break followed with the opportunity for a good crack with the other crews and some of the spectators. Also at the restart we were able to observe some of the faster crews negotiating test 9 before we had to go. Andy Beaumont with Bob Hargreaves navigating were as impressive as ever in the beautifully prepared Sunbeam Rapier H120 as indeed were John Haygarth and David Taylor in the Opel Kadett Rallye spitting gravel in all directions as they blasted round the test. Jim Hendry was driving his TR3 like he stole it, as usual, ably assisted by a young Findlay Wyatt in the left seat. Fraser Hughes was showing us the way to go in our class but we weren't too far adrift so we were OK as we waited for test 9 start.

Test 9 was virtually a reverse of 8 to get us out of the site and was where we ended up propping up a tree last year. Thankfully, this year, lessons learnt, we got round in a fairly respectable 1:38 with no arboreal contact. Large sigh of relief from left seat as we reached the finish, and headed out in to the gathering gloom for a run down the B8019 to test 10 just before Garry Bridge. A short test down a slippery, muddy track to a free turn at the bottom and a retrace passed without incident and we exited for the fairly long road transfer down to Pitlochry and on to the A9 to test 11, "Peter's" at East Haugh. A steep start on gravel, struggling for grip was followed by a hairpin left with much wheel spin as I tried to find grip before heading off up the gravel track for an open 3 cone slalom followed by a 90 right, 90 left and hairpin right in to a farm yard. A quick run round the buildings followed by a 45 left down a steep ramp through a gate with a 45 right to the finish. This is a good fun test with a lot of open run and just a little tightness with care not to overcook it as you drop down the ramp. Good fun, giggles from the other seat!

A run back through Pitlochry centre and a short bit down the A9 to a left which took us under the A9 led us to RSC3.

Regularity 3 was a nice run down the side of Loch Faskally, along the banks of River Tummel and then along the south side of Loch Tummel. Great navigation as no junctions for about 10 miles! The day was getting gloomy by now but there was still enough light for us late runners to see where we were going. At the end of the yellow a left turn at a T junction saw us on a steep climb on the B846 where a very nice person pulled over to let us past as we were trying to keep up 30mph average.

Continued on Page 66

SALTIRE Classic & Targa Rally

Continued from Page 65

Ultimately once we were a bit further down the road we were holding them up but I managed to let them past without losing time. A hairpin right off the B846 on to the yellow to Dunalastair Reservoir (traversed in the opposite direction in the morning) led to the finish after 17.71 miles not far from the entrance to test 12 "Outlander" which was a repeat of the morning's test 7 and was enjoyed in a similar manner. It was beginning to get quite gloomy now and lights were becoming the order of the day.

A long road transfer back through Kinloch Rannoch, along the B846 and then B847 got us back to test 13, a rerun of test 4 at Trinafour. This was a rough test and having to use lights made it a bit more exciting but also, unfortunately, a few seconds slower. However, it was just as much fun. At the end of the test we got in to a queue as a car had punctured a front wheel and with no LSD and the rim slipping in the tyre he was stuck. Moving back was not possible as his sump guard was catching on the centre ridge. Muscle power was no good so in the end it was decided to try and squeeze past on the right which was just about possible. Some needed a bit of a shove but the Pug just about made it without assistance. The run over the grass down to the dam was just as slippery before the slow run over the dam to test 14 the test 5 rerun. This time down, with lights blazing we managed the double 180 right with the hand brake as previous cars had taken a bit out of the left bank and made just a little more room. The 360 left was no problem and we managed to knock 7 seconds off the test 5 time.

Dropping down from the finish of test 14 we immediately reached RSC4. It was now dark but fortunately the navigation was straightforward and I could remember where to go leaving Maggy to just have to deal with the clocks. The route took us back down the B847 to Calvine and along through Bruar (without my mistaking it for Blair Atholl, this year) and down the B8079 to finish just short of Blair Atholl adjacent to the test 3 site. A short run took us to test 15, a rerun of test 1 but now in the dark. Minor clock problem as someone pressed the reset button twice, though this was probably the driver's fault for lurching off the line (it usually is).

The final test, 16, was a rerun of test 2 but this time we were fully prepared for the hidden cone. No need to worry as the lights picked out the marshal's hi-vis from about 200 yards! No incidents and no penalties and a short run back down the hill to the hotel and MTC4.

The hotel dealt well with the inrush of people and as we were late in due to our late start time we had time to get some beers in before we sat down to eat. A very nice meal with some excellent soup followed by roast chicken was appreciated by all. This was followed by an fantastic raffle with loads of prizes whilst we were waiting for the results to come out. With the results came the presentations with a really good reception for the win by Andy Beaumont and Bob Hargreaves by the narrowest of margins (1 second) over John Haygarth and David Taylor. Third place went to Ryan Hay and Niall Thomson in a Toyota Paseo a further 29 seconds back with only another 3 seconds to fourth placed Michael Reid and John Lidsay in the MG Midget.

We finished up 14th overall and 2nd in our class (Targa cars over 1800cc) to Fraser Hughes and Peter MacInnes in their MX5 but only 38 seconds adrift. The what ifs about the clock on regularity one followed for a short time, but that's rallying for you. A few more small beers and then back off up to the honeymoon suite for an early night, but that's a different story!

A cracking event, well organised and a really nice atmosphere. Certainly one to try if you have an odd weekend when you're not doing anything.

Geoff Bateman – West Cumbria Motorsports Club/ Clitheroe MC – Peugeot 205 GTi

A crusty old Marine Sergeant Major found himself at a gala event hosted by a local liberal arts college.

There was no shortage of extremely young idealistic ladies in attendance, one of whom approached the Sergeant Major for conversation. Excuse me, Sergeant Major, but you seem to be a very serious man. Is something bothering you?" "Negative, ma'am. Just serious by nature."

The young lady looked at his awards and decorations and said, "It looks like you have seen a lot of action."

"Yes, ma'am, a lot of action." The young lady, trying to start up a conversation, said, "You know, you should lighten up. Relax and enjoy yourself." The Sergeant Major just stared at her in his serious manner.

Finally the young lady said, "You know, I hope you don't take this the wrong way, but when is the last time you had sex?" "1955, ma'am."

"Well, there you are. No wonder you're so serious. You really need to chill out! I mean, no sex since 1955!"

She took his hand and led him to a private room where she proceeded to "relax" him several times.

Afterwards, panting for breath, she leaned against his bare chest and said, "Wow, you sure didn't forget much since 1955."

The Sergeant Major said, after glancing at his watch, "I hope not; it's only 2130 now."

Saltire Classic Rally

Stuart Bankier : Berwick & DMC

Looking at the entry list for the event you would have thought that we were going to marshal on an event based in Lancashire not Perthshire. In fact the entry was truly international: Car 1 Andy Beaumont/Bob Hargreaves Sunbeam Rapier H120 (Hull/Ulverston), Car 2 David Marsden/Mike Garstang RS2000 (Lancaster), Car 3 Jim Hendry/Findlay Wyatt TR3 (Fife), Car 4 Ian Dixon/Maurice Millar MGB GT (Fife) and Car 5 Michael Reed/John Lindsay MG Midget (Belfast).

After a prompt start from Berwick and a brief halt at Perth for Nick and Ken's annual McDonalds breakfast we arrived just in time to exchange greetings with the Clerk of the Course (by that guy has some beard – think Hagrid or Dumledore!) before the course car arrived with the clocks.

Based in Blair Atholl the event attracted a full entry of historic and targa cars for a mixture of special tests and regularities run on some very quiet traffic free roads. We were marshalling on the test at Queens View caravan site which crews tackled immediately before and after lunch. On the first run Andy Beaumont/Bob Hargreaves were quickest on 1.12 from Dave Short/Ray Heath and Jamie/Jack Stewart (Peugeot 205) on 1.14. After lunch, fortified by some very large scotch pies, John Haygarth/David Taylor (Kadett GTE) set an astonishing 1.22, four seconds clear of Stewart/Stewart (Peugeot) who were a second up on Beaumont/Hargreaves (Sunbeam).



'SERIOUS FUN' GUARANTEED!...

The BTRDA are pleased to confirm the calendar for the **2020 MRF Tyres BTRDA Rally Series**, (subject to final Motorsport UK approval).

The 2020 calendar includes a great selection of one-day forest events, starting with the Cambrian Rally in North Wales in February and finishing with the Trackrod Forest Stages at the end of September. New for 2020 will be the 75th running of the Scottish Rally, based at Lockerbie just off the M74. The final points table will be based on a competitor's best 5 scores, which provides some flexibility to fit around family or business commitments.

2020 MRF Tyres BTRDA Rally Series calendar* (subject to final Motorsport UK approval)

• Cambrian Rally	8 th February
• Malcolm Wilson Rally	14 th March
• Rallynuts Stages Rally	18 th April
• The 75 th Scottish Rally	6 th June
• Nicky Grist Stages	11 th July
• Woodpecker Stages	5 th September
• Trackrod Forest Stages	26 th September

The MRF Tyres BTRDA Rally Series will continue to be open to all stage rally cars and will include a broad spread of categories and competition classes so there is something for everyone. In addition to the Gold Star, Silver Star and Bronze Star (1400) championships, the 2020 BTRDA Rally Series will include BTRDA Rally First, Historic Cup, Production Cup, Rallye R2 Cup and Fiesta ST Trophy. We are grateful for the wholehearted commitment of the event organisers, because without their efforts we could not promote such a successful rally championship.

You can be assured that the 2020 version of the BTRDA Rally Series will continue to provide competitors and followers with some Serious Fun!

www.btrdarally.co.uk

It is a great test with lots to potentially hit and the only problem we had was with the stop line at the finish which despite being uphill proved very challenging for several crews with David and Matt having to run for it on more than one occasion as cars tried to stop.

The two leading crews were clearly in a rally of their own and well done to Andy and Bob on their win.

Stuart Bankier : Berwick & DMC

SD34MSG Awards Night RAFFLE PRIZES WANTED

**Clubs can bring their Donation
with them to the Awards Night on
Friday the 10th January 2020**

Little Nancy was in the garden filling in a hole when her neighbor peered over the fence.

Interested in what the little girl was up to, he politely asked, "What are you up to there, Nancy?"

"My goldfish died," replied Nancy tearfully, without looking up, "and I've just buried him."

The neighbor was concerned,

"That's an awfully big hole for a goldfish, isn't it?"

Nancy patted down the last heap of earth and then replied

"That's because he's inside your stupid cat."

Rivers Fletchers pioneering prototype Buckler-Ballamy racing car returns to Prescott

Prescott was bought by the Bugatti Owners Club in 1937 and held its first event in 1938, it has been so highly regarded since then that many of the world's most famous cars driven by world famous drivers have chosen to compete there.

Bentley, Jaguar, Bugatti and ERA have always represented the pinnacle of engineering expertise, some had vast factories with huge research and development facilities or were 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 Alec Francis Rivers Fletcher.

This man was a top class driver, a public relations person extraordinary, public speaker, even a rather pioneering film maker involved with all the aforementioned cars and drivers but also keen supporter of home built racing machines, so keen in fact that in 1963 after enjoying great fun with his son Jeremy tearing around their garden in a Go-Kart which had just been introduced to this country from America he borrowed a Buckler kart from a friend called Mike Luff and tried it out at a Prescott test day. This brief test session convinced Rivers that small was indeed the way to go, a pioneering idea at the time and now well proven these days with the colossal dominance of bike engine cars that hold most of the hill records today.

With this idea in mind 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 however were not just a couple of pals from the local pub but Leslie Ballamy who was world famous in the 1950/60s for suspension design and in particular splitting the front beam axle which although looking very ungainly made "sit up and beg" Ford Pops assume weird angles on tracks when cornered hard but allowed them to out corner most traditional suspension cars. His friend Mike Luff was now managing director of Buckler cars as Mike had bought the Buckler company from Derek Buckler because ill health forced Derek Buckler to retire early and in fact chain smoking Derek Buckler a true engineering genius died from a stroke in 1964 at the early age of 53.

Bucklers were not a new start-up company but a long established well known and respected engineering firm, after war work had ceased and while still under the control of Derek Buckler they had diversified doing not only crank grinding, reboring and similar engineering tasks but produced close ratio gears for among others the Ford Motor company for their works Ford Cortina's, similar Buckler close ratio gears were also offered as an optional extra in the brochure of Lotus who's brilliant designer Colin Chapman had announced his new Lotus 6.

Bucklers were also well versed in chassis design in fact manufactured the first Brabham racing car, it was built by Bucklers under great secrecy for Jack Brabham and Ron Tauranac. This came about because Brabham who was still a Grand Prix driver under contract to John Cooper persuaded his Australian mechanic Ron Tauranac in 1961 to join him in England as his partner and chief designer in a company they called Motor Racing Developments or MRD for short, this was based at Jacks Surbiton house at the time. Initially the Brabham/ Tauranac Formula Junior car was called MRD but later changed to BT1 after an outing with it at the 1961 French Grand Prix, evidently in French MRD sounds derogatory so it was quickly renamed.

The MRDs first meeting was at Goodwood securing fastest lap and third place, further results followed in the hands of Gavin Youl, Frank Gardner and New Zealander Denny Hulme. Ron Tauranac thinks the first MRD chassis was the only one ordered from Bucklers; Progress Engineering built the next eleven as they were more geared up for mass production at the time.

Bucklers also constructed some chassis for John Cooper himself as well as their own Buckler spaceframe chassis which could be bought as a chassis or complete car for those that could afford to pay for Johnny Offord or Gomm's to produce a body in aluminium so manufacturing the BBS was just normal type of work.



Buckler Bellamy

Continued from Page 68

Rivers initial design for the new project was now off the drawing board and fabricated by some of the superb craftsmen at Bucklers, the result was a tiny racing car Rivers called the Buckler- Ballamy- Special or BBS for short, it was first tested at Great Auclum where Rivers reckoned if its 650cc Triumph Tiger Twin engine was coupled to correct gearing it was a winning formula.

Shortly afterwards however disaster struck when the BBS was destroyed in a fire in Rivers-Fletcher's wooden barn he used as a workshop and garage, Rivers much modified MK2 Jaguar was just saved by the skin of its teeth because risking life and limb Rivers went into the burning building and drove it out of the blazing inferno.

The history of the fire and both the cars 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.

The remains of the BBS were acquired by Dennis Bissel who had become a great friend of Rivers Fletcher having first met Rivers when Dennis was working as a 3rd year apprentices in a Jaguar dealership in London where Rivers was a frequent visitor. RF asked the foreman if he knew of anyone that would like to accompany him to race meetings as a mechanic working on a Jaguar engine special he was racing at the time, Dennis and his mate another 3rd year apprentice jumped at the chance and helped Rivers at events all over the country, they became frequent visitors to Prescott over the years.

How fitting that Dennis having saved the BBS from the jaws of the scrapman for all these years has eventually seen fit to have it restored and has plans to drive it himself at future Prescott and other events.

Dennis Bissell brought it to the Autumn Classic weekend on 5/6th October where very fittingly it was driven by Rivers Fletcher's son Jeremy who as a child was involved at the very beginning of the BBS construction then in its restoration too. Jeremy is a regular competitor at Prescott of course driving his 6 cylinder Triumph Special in typical Rivers Fletcher paint colour of light blue, that car very much reminds me of a Vanwall.

Below are a series of photos, some copied from the pages of Rivers Fletchers book plus the recent picture of the BBS during testing, our thanks to Tony Cotton for the recent photo.

Much of the historical Buckler facts are gleaned from a fantastic book on Bucklers written by Brian Malin and produced currently in loose leaf form but hopefully will shortly be produced as a proper book if sufficient funding can be secured.

The book covers in detail all the various Buckler models built, superb histories on many specific cars as well as Buckler karts, it even covers the tuning gear manufactured by Bucklers plus lots of other interesting facts and pictures from the period 1940s to the late 1960s.

Some cars such as the Jaguar XK120 engined Jaguara didn't have Buckler in its name but nevertheless was designed and manufactured by Bucklers of Reading.

Built for Gordon Parker and registered GDP1 it was constructed with a very substantial Buckler chassis and having twin superchargers it gave great handling and power in fact it was a real brute of a car, It won many awards and class wins in the 1950s including a class record in May 1956 at Prescott for the over 3,000cc class.

This car too has recently been restored and was at Prescott Cleeve Vale charity event a couple of years ago looking absolutely stunning rather like Simon Taylors Stovebolt special.

However here we celebrate the BBS, an old friend that has returned to Prescott after a 55 year absence, it was welcomed warmly welcomed by all those who remembered it or who had read about it. Now looking forward to the next phase of its life but one does wonder what will be in store for it when another 55 years have passed, will we even be driving petrol engined cars or will they be banned altogether. Time alone will tell.

Keith Thomas

If you can help in any way with the production or funding of Brian Malin's Buckler book please get in touch, for anyone seriously interested especially with funding it will be possible to arrange to have a look at a current loose-leaf one to see the amount of work and information contained inside.

It is hoped that to achieve a minimum production run at least to get the book published a number of enthusiasts would chip in a sum of money say of £50 or £100 or more and they could receive books to this value or be reimbursed as the books were sold.



The BTRDA is relaunching the Rally First championship running in the MRF BTRDA Rally Series.

The classes will be 1.0, 1.4 and 2.0
Events are

- Cambrian 8th February
- Malcolm Wilson 14th March
- Rallynuts 18th April
- Scottish 6th June
- Nicky Grist 11th July
- Woodpecker 5th September
- Trackrod 26th September

Rally first runners enjoy a £50 discount off the entry fee

There is a single make tyre (MRF) and rally first competitors will enjoy a very special price.

TECHNICAL STUFF

<https://www.btrdarally.com/wp-content/uploads/2017/12/2018-Rally-First-Tech-Regs-.pdf>

Rally First

Well Cadwell Park for the MSN Rally Championship didn't quite go to plan, Adam Williams and Rach got is to a good start on the first 3 stages even with accidents and a very slippery oily track stage 4 however wasn't meant to be whilst coming down one of the fastest sections across the water that was running across the track the car spun around 180 degrees backwards at full speed into the barrier at the pits ..

from then on the stage was cancelled whilst crews, Marshall's and medics attended the accident, adam managed to get out ok but rach was knocked out and was unable to get from the car .

The crew cut the side of the car to remove rach from the car who had now been brought around by the Amazing medics .. they were taken to Cadwell Park medical centre where rach was treated..

The ambulance was then sent for from hull hospital where she was taken for scans .

Happily it all went well and nothing was broken just lots of bruises ..

If it wasn't for the safety helmet and safety equipment in the car things could of been a lot different .. there is a few pictures below ..

They are both ok and back home with plans for bigger and better for 2020



So the next time any of you complain about the cost of Safety Stuff

For Sale

Clan Crusader

Registered 1973



- The body shell is a 'Brian LUFF' wide wing, flat bottom rally shell fitted with Roll cage.
- The car as illustrated is available with or without the Engine Gearbox unit.
- The engine is a BMW K1100RS 4 cylinder motor-cycle touring motor coupled to a Dawson modified Imp gearbox with normal Imp reverse gear change. The engine was removed from a running MOT'd bike and now comes with the larger bore 1200 exhaust manifold. It has a modified aluminium radiator at the rear with a front mounted radiator as normal. Alloy wheels as per the picture.
- The car is offered as is and requires full preparation by the prospective owner for whatever level of motor sport use required. The Clans as fitted with such engine gearbox combination have a very impressive performance due to power to weight ratio.
- Due to rationalising projects this car is no longer required and offered as above as a Rolling Chassis with or without the BMW 1100 motor and Dawson Imp gearbox conversion.

Offers over £5500

will be considered or split as above.

The car maybe viewed in Carlisle

Contact: Richard Milne/Mark Milne

07712 554495 or 07875 551026





motorsport UK

New investment initiatives for 2020

Now that 2019 is on the finish straight you may be starting to plan your events for the 2020 season, so we need to advise you of a number of changes to event permits and competitor licences that will affect the organisation of competitive events next year.

Throughout 2019 we have been evaluating the best strategy for the future of motorsport in this country. The fact is that there are some real challenges ahead and we need to act now, or potentially see a further decline in both licence holders and events. Why should that be something to worry about? The issue is that across the sport we are beginning to see some events, clubs and championships reaching a tipping point where their viability is in doubt.

A large part of this is the lack of promotion and visibility for motorsport, especially at a grass roots level. The next generation are not seeing any form of our sport in their media consumption, and that means we are facing a challenge to bring new recruits into the clubs and events. We need to invest in tools to help clubs be better equipped for marketing and thus build new levels of membership. We need to look after our officials and volunteers with enhanced education and training, attracting new recruits and providing a clear pathway for progression. For those in the sport already we need to provide more reasons to stay; whether it be new innovations and formats, or reductions in bureaucracy and red tape. And then there are larger threats on the horizon in the form of environmental issues and the changing role of the car in society, and these need to be proactively managed lest we become victim to others agendas.

Motorsport UK needs to be better equipped to meet these challenges, and to make the necessary investment in our future. The reality is that the current economic model for managing the sport is out of date. It has evolved over decades and has many inconsistencies within it and has developed into an often unfair system for many. We also believe that there are plenty of opportunities to broaden the revenues to fund the sport. Already we have created a comprehensive member benefits scheme, to get money off branded products and services. That takes the pressure off the cost of competing. We have already launched the fan focused Trackside member product, and we have other ambitious plans to create new membership tiers. Motorsport UK is generating important revenues from providing consultancy to other ASN's and events, such as The Safari Rally in the WRC next year. And as we develop new UK properties we will seek to attract sponsorship to help us invest in the future of the sport.

One key improvement for clubs is a significantly increased public liability insurance – now providing up to £100million of cover; in addition to substantive improvements to our members' personal accident insurance.

The permit and licence architecture is overly complicated and confusing, so we have pared it back to a simpler system, with new streamlined categories that match the new licence types.

At a club level we need to make it easier for people to get into the sport, and at the real grass roots we need to make it easier for competitors to get engaged with Motorsport UK.

From January it will be compulsory for all competitors in any Motorsport UK event to hold a Motorsport UK licence; thus replacing the Club Card only entry system. But the good news is that this entry level licence, to be called RS Clubman, will now be free.

We have simplified and re-aligned our licence and permits architecture and made it more inclusive of grassroots motorsports. For 2020 there will be four grades of organising permit:

- **Clubman** – as before
- **Interclub** – replaces National B
- **National** - replaces National A
- **International** - as before

New Initiatives

Continued from Page 72

Certificate of Exemption events will continue as before.

Interclub status is going to be the lowest grade for Race, Speed, Stage Rally, Rallycross, Drag Race and Kart Race.

We have also simplified licences for competitors in 2020 and corresponding to the permits structure, we will have the below licence grades. Please refer to Competitors Minimum Acceptable Licences via the link below for further details.

- **Clubman**
- **Interclub**
- **National**
- **International**

In addition, the previously mentioned free of charge RS Clubman licence will now replace the Non-Race Clubman licence. This is intended both to introduce a fairer system and to encourage participation at grass roots level by removing a barrier to entry, and shifting the payment from the licence to the permits as we adjust the fees to place more emphasis on pay-as-you-play.

Competitors and passengers previously using their local club membership card alone will now need the new RS Clubman Licence along with their local club membership card. This only applies to Motorsport UK grass roots events run on a Clubman permit. The new free RS Clubman licence will include the improved insurance cover for 2020.

If you organise Clubman status Autotests, Trials, Road Rallies and Cross Country events it is essential that you advise your members of this change. We have included an email template via the link below and we would be obliged if you could forward this to your members. 2020 licences will be available from 18th November and there will be a dedicated link from the Motorsport UK homepage for applicants.

If you are planning an event in January and/or if your members will be competing it would be beneficial if they could apply for their licences in good time, online, before an event to avoid hold ups at signing on. Competitors can also apply for this licence on the day by completing a hard copy form and attaching a photo. We would also suggest including information on your websites/ Facebook pages and highlighting the changes in event supplementary regulations. To assist you with informing your members about the new RS Clubman licence, please find a post for Facebook and social media in the link below to share with your members

You may be aware that over the last 20 years or so Motorsport UK clubs have benefitted from a relatively stable insurance market and also any permit fee increases were set at the retail price index. For 9 of these years between 2010 and 2018, the permit insurance per capita remained static. Unfortunately the insurance market for motor sport insurance has now changed – globally there have been substantial claims, not just in the UK, which have resulted in the markets hardening, and we have had to renegotiate our cover and in turn this has resulted in increases to the permit fees. The 2020 Permit fees have been set at a flat £5 uplift versus 2019 across all events, we are however confident that the rates are competitive when compared to other countries motor sport governing bodies.

Below is a link to the organising permit fees for 2020, these have been reviewed due to increased insurance costs and in line with our strategic review.

Motorsport UK is committed to investment in the future of motorsport in the United Kingdom.

From our strategic review we have identified four main areas that require investment, and these are:

Member and club development

1. Sport promotion
2. Education and training

Sport development and innovation

Please refer to the link below which explains Motorsport UK's Investment Strategy and licence improvements for our competitors in 2020. In addition, the link also contains details to the 2020 Permit Prices, Competitors Minimum Acceptable Licences and example Email and Social Media Posts on the new RS Clubman licence for your use.

<https://www.motorsportuk.org/Resource-Centre/Clubs-Organisers>

2020 Organising Permits are now available and the 2020 Yearbook will be available in the first week of December.

Thank you for your on-going dedication and commitment to our sport.

Wishing you a safe, successful and enjoyable season ahead.

Kind Regards

Motorsport UK

The Association of Land Rover Clubs EGM

The ALRC EGM was exceptionally well attended and, given the recent announcement from MsUK, it was decided to undertake a review of the Provision, Process and Oversight of Off Road Events including Competition licences, Event insurance, Road Traffic Act section 13a Authorisation and the supporting regulations.

This took place before the EGM as it was considered to be of prime importance.

After due consideration by the 62 people who attended, it was decided that our first option would be to discuss the recent changes with MsUK, however to date they have not responded to emails, but the council will continue in its efforts to have a discussion with them - preferably face to face. A second option that will be explored is the ALRC would look at permitting our own events, as we have a wholly owned subsidiary company in place (CCMSA) and the ALRC is one of the 11 UK authorising bodies that can issue permits. The reason that the CCMSA do not issue permits for our competitive events currently is because we have never put the appropriate insurances in place. This will now be looked at by a specialist in the field of motorsport events who is very keen to be involved with us.

It was suggested that we simply look to using another regulatory body, however issuing our own permits means that we as an association have control over our own future. The other Authorising bodies are however quite unique in their own disciplines (eg: steam rallies, motorbike events and professional drivers etc)

As and when more information is available, it will be sent out to all ALRC clubs for consideration. In the meantime, clubs will need to continue to apply for permits via the MsUK. It is intended that further details will be available to clubs by the end of January to allow clubs to make any required decision by the 2020 AGM which will be held in March.

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Rally driver whose car ended up roof after crash cleared over death of biker

A rally car driver involved in a fatal collision with a motorbike has been cleared by a jury of causing death by careless driving.

John Abel, of Loughborough Road, Walton on the Wolds, Loughborough, had denied the charge and stood trial at Caernarfon Crown Court.

The jury of six men and six women took less than 40 minutes to reach their unanimous verdict.

After the forewoman had announced their verdict Judge Niclas Parry discharged the 69-year-old company director.

During the four-day trial the heard Mr Abel was driving a Ford Escort RS2000 car in the North Wales Classic rally, organised by the Clwyd Vale Motor Club, on September 1 last year.

The vehicle was travelling along an unclassified road from Melin y Wig and was approaching a junction with the B5105 between Clawdd Newydd and Cerrig y Druidion shortly before 10am.

Michael Nolan Shelley, 48, of Lance Lane in Liverpool, was riding his motorcycle on the B5105 from the Ruthin direction.

He was said to have been riding the machine at high speed moments before the collision.

Footage from Mr Shelley's helmet-mounted camera showed the Ford Escort car driven by Mr Abel approaching the junction from the unclassified road.

He did not stop and accelerated as he entered the road as the motorbike approached.

Mr Abel was seriously injured in the accident and was airlifted to a specialist trauma unit at the Royal Stoke University Hospital. He told the jury he had no recollection of the collision.

Mr Shelley was pronounced dead at the scene of the crash.





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2020 CHAMPIONSHIPS

2020 is just around the corner and the Association of North-Western Car Clubs (ANWCC) is in the process of finalising the calendar and regulations, the non-rally events suffering from the new regulations but we will strive on ... whereas Motorsport UK have upped the costs to try and get more people we, ANWCC, went the other way this year and the numbers increased by over 25%!!! The championship registration fee for 2020 will remain at the very low figure of £12 which gives competitors all the championships ... but if you're under 25 the fee is £6 and even better if you're under 17 as it's free!

It is hoped that MUK's regulation D4.5.4 stays for 2020 as that will mean that most, if not all, our Autotests, Production Car Autotests, Autosolos and possibly Trials will be of Clubman status so can be tackled with the new Free RS Clubman licence. Note that passengers will also require the licence and this can be applied for on the day of the event.

For 2020 we are introducing a Targa Road Rally Championship - we have six organising clubs signed up to run their event at dual-permit status, Interclub and Clubman, and the Interclub section can qualify for regional association championships, under the rules that we know so far - we are awaiting to hear from a few other clubs, and also await the permit.

All the details can be found on our website www.anwcc.co.uk and your early registration would be appreciated so that we can get the full championship info out to you.

Wishing you Season's Greetings and a great 2020.

Dave V Thomas

Championships Co-Ordinator - Association of North-Western Car Clubs

2019 John Easson Award Finalists

- **Finley Retson**
- **Ewan Tindall**
- **Jack Hartley**

The Award selection committee will meet the finalists on the 13th December and following an informal interview the winner of the 2019 JEA will be decided.

Once again this year the standard of applicants was extremely high and the selection panel faced a difficult task to narrow them down to three to go forward to the final.

2300 Club would like to thank all candidates who applied for this year's award and wish them continued success in their rallying.



MALTON MC **PD Extinguishers** **Ryemoor Trophy Rally** **25th/26th January 2020**

The Ryemoor Trophy Rally, once again running as a National B Navigational Rally as part of the **ANCC**, **ANEMMC** and **SD34 Road Rally Championships**, for which we are proud to be associated.

We are pleased to welcome PD Extinguishers as the title sponsor for the first time and the organisers would like to extend their gratitude to Chris Woodcock and his company for supporting the event.

The organising team is made up of experienced road rally competitors with the aim to put on a high quality route without car breaking whites, although a sump guard is as always recommended for the more flamboyant drivers, but is by no means essential. The navigation will be simple plot and bash that is not designed to catch crews out so there is no reason why all crews shouldn't be able to complete the route.

We have taken onboard feedback from last year and this years route instructions will be shorter, simpler, and there will be some pre-plot sections to ensure the event is enjoyed by Novices and Experts alike.

Route instructions will in the main part take the form of grid references, map features, tulips and herringbones. The organisers will be happy to provide examples from prior years upon request.

The event will start and finish at Bedale Athletic Sports Association, map reference 99/259888

Entry fee is £85.00

Maps 99 and 98

Regs :

<https://maltonmc.co.uk/wp-content/uploads/2019/11/Ryemoor-Trophy-Rally-2020-Regulations.pdf>

On Line Entry

<https://www.rallies.info/webentry/2020/ryemoor/webentry.php>

ANWCC CALENDAR 2020

NOTE THIS IS BEING CONTINUALLY UPDATED

THIS LIST IS THE PROVISIONAL CHAMPIONSHIP CALENDAR

CONFIRMATION IS STILL AWAITED FROM SOME CLUBS, SO CHANGES ARE LIKELY.

Please check website and organising club for any changes.

STAGE RALLY (* Multi-venue)

Feb 1	Jack Neal	Clitheroe & DMC
Feb 22	Ormco Stages	Manx AS
Mar 1	Lee Holland	Pendle DMC & G&P
Mar 1	Questmead	Warrington & DMC
Mar 7/8	Tour of Epynt	Port Talbot MC
Mar 21/22	NW Stages *	Motor Sport NW
Apr 5	Lookout	Trackrod MC
Apr 11	Tour of Epynt	Port Talbot MC
Apr 12	Warcop	North Humberside MC
Apr 19	SMC Stages	Stockport 061 MC
Apr 25	Rally D'Isis	Quinton MC
May 10	CompBrake Motorsport	Wigan & DMC
May 10	Toyota Harlech	Harlech & DMC
May 15/16	Manx/Chris Kelly *	Manx AS
May 17	Anglesey	North Wales CC
May 31	John Overend	North Humberside MC
Jun 14	Keith Frecker	Blackpool S Shore MC
Jul 5	Enville	Warrington & DMC
Aug 16	Gareth Hall	Bala & DMC
Aug 30	Pendragon	Kirkby Lonsdale MC
Aug 30	Mewla	Epynt MC
Sep 4/5	Promenade	Wallasey MC
Sep 13	Vale of York	Lindholme MSC
Sep 20	Heroes	Pendle DMC & G&P
Oct 10/11	Mull *	Mull CC
Oct 11	Adgespeed	Wigan & DMC
Nov 6/7	Pokerstars *	Manx AS
Nov 7	Neil Howard	Bolton-le-Moors CC
Nov 21/22	Glyn Memorial	Caerns & Anglesey MC
Nov 22	Cadwell	North Humberside MC
Nov 29	Hall Trophy	Clitheroe & DMC

NORTH WALES STAGE RALLY CHALLENGE

Mar 1	Lee Holland	Pendle DMC & G&P
Apr 19	SMC Stages	Stockport 061 MC
May 10	Toyota Harlech	Harlech & DMC
May 17	Anglesey	North Wales CC
Jul 5	Enville	Warrington & DMC
Aug 16	Gareth Hall	Bala & DMC
Nov 21/22	Glyn Memorial	Caerns & Anglesey MC

FOREST STAGE CHAMPIONSHIP

Feb 8	Cambrian	North Wales CC
Feb 9	Riponian	Ripon MSC
Mar 14	Malcolm Wilson	Kirkby Lonsdale MC
Mar 28/29	Rally N Wales	Wolv & S Staffs CC
May 16	Plains	Knutsford & DMC
Jun 27	Argyll	Mull CC
Jul 5	Greystoke	W Cumbria MC
Jul 11	Nicky Grist	Quinton MC
Sep 5	Woodpecker	60 & Worcestershire MC
Sep 25/26	Trackrod	Trackrod MC
Nov 7	Wydean	Forest of Dean MC

ROAD & NAVIGATION RALLY

Feb 22/23	John Robson	Hexham & DMC
Mar 14/15	Llyn	Harlech & DMC
Apr 4/5	Primrose	Clitheroe & DMC
Apr 4/5	Border 100	Welsh Border CC
Apr 25/26	Night Owl	Aberystwyth & DMC
Jun 13/14	GP Memorial	Garstang & Preston MC
Jun 20/21	Rali Bro Cader	Harlech & DMC
Sep 12/13	Rali Môn	Caerns & Anglesey MC
Sep 19/20	Clitheronian	Clitheroe & DMC
Oct 10/11	Darowen	Dovey Valley MC
Oct 17/18	Winter	North Wales CC
Oct 24/25	Cilwendeg	Teifi Valley MC
Nov 7/8	Powys Lanes	Epynt MC
Nov 14/15	Farrington	Clwyd Vale MC

NORTH WALES ROAD RALLY CHALLENGE

Mar 14/15	Llyn	Harlech & DMC
Apr 11/12	Border 100	Welsh Border CC
Jun 20/21	Rali Bro Cader	Harlech & DMC
Sep 12/13	Rali Môn	Caerns & Anglesey MC
Oct ?	Winter	North Wales CC
Nov 14/15	Farrington	Clwyd Vale MC

HISTORIC ROAD

Feb 22/23	Hexham Historic	Hexham & DMC
Mar 9	Tour of Cheshire	Knutsford & DMC
Apr 19	Jubilee	Ilkley & DMC
Aug 9	St Wilfrid's	Ripon MSC
Sep 5	Tour of Clwyd	Clwyd Vale MC

TARGA ROAD RALLY

Mar 14	Mull	Mull CC
May 2	061 Targa	Stockport 061 MC
May 10	Targa	Barcud MC
May 16	Twyford	Mid-Derbyshire MC
May 31	Cwm Cynfal	Bala & DMC
Jun 7	Targa	Ilkley & DMC
Jul 12	Holrus	Newtown & DAC
Jul 26	Targa Tracks	116 CC
Nov 29	Targa	Knutsford & DMC

AUTOTEST

Jan 12	Mostyn	Rhyl & DMC
Jan 26	New Year	Knutsford & DMC
Feb 16	Autotest	Accrington MSC & U17
Mar 8	Autotest	Caerns & Anglesey MC
Mar 9	Jon McKenzie	Hagley & DLCC
May 17	Lymm	CSMA NW MSG
Jun 21	Lymm	CSMA NW MSG
Jun 21	Acaster Melbis	Alwoodley MC
Jul 5	Tim Sargeant	Knutsford & DMC
Jul 19	Blackburn	Under 17 MC NW
Sep 6	Kennings	Caerns & Anglesey MC
Sep 13	Autotest	Under 17 MC NW

Sep 27	Firefly	Whitchurch MC
PRODUCTION CAR AUTOTEST		
Jan 26	New Year	Knutsford & DMC
Feb 1	Bolton	Bolton-le-Moors CC
Feb 15	Blackburn	Under 17 MC NW
Feb 16	Blackburn	Accrington MSC
Mar 8	PCA	Caerns & Anglesey MC
Apr 5	Wern Ddu	Warrington & DMC
Apr 26	Mostyn	Rhyl & DMC
May 17	Lymm	CSMA NW MSG
Jun 14	Wern Ddu	Warrington & DMC
Jun 21	Lymm	CSMA NW MSG
Jul 18	Blackburn	Under 17 MC NW
Jul 19	Blackburn	Under 17 MC NW
Jul 19	Wern Ddu	Warrington & DMC
Jul 19	Northern Dales	Hexham & DMC
Aug 23	Wern Ddu	Warrington & DMC
Sep 5	Kennings	Caerns & Anglesey MC
Sep 12	Blackburn	Under 17 MC NW
Sep 13	Blackburn	Under 17 MC NW
Oct 18	Wern Ddu	Warrington & DMC
Nov 29	Bolton	Bolton-le-Moors CC
Dec 5	Blackburn	Under 17 MC NW
Dec 6	Blackburn	Accrington MSC

AUTOSOLO

Jan 26	New Year	Knutsford & DMC
Feb 15	Blackburn	Under 17 MC NW
Feb 16	Blackburn	Accrington MSC & U17
May 17	Lymm	CSMA NW MSG
May 25	Clwydian Cars	Clwyd Vale MC
Jun 21	Lymm	CSMA NW MSG
Jul 18	Blackburn	Under 17 MC NW
Jul 19	Blackburn	Under 17 MC NW
Aug 23	Ormskirk	Bolton-le-Moors CC
Sep 12	Blackburn	Under 17 MC NW
Sep 13	Blackburn	Under 17 MC NW
Oct 19	Clwydian Cars	Clwyd Vale MC
Oct 25	Jubilee	Knutsford & DMC
Dec 5	Blackburn	Under 17 MC NW
Dec 6	Blackburn	Accrington MSC

CAR TRIALS

Mar 21	Cymru	North Wales CC
Mar 22	HCC Wales	Clwyd Vale MC
May 23	Derwydd	Bala & DMC
May 24	MAS	Caerns & Anglesey MC
Jun 7	Wyre	Kidderminster MCC
Jul 25	PCT	Airedale & Pennine MC
Jul 26	Filtrate Trophy	Ilkley & DMC
Aug 1	Burnt House	Clitheroe & DMC
Sep 6	Gaby Möhr	Wolv'ton & S Staffs CC
Sep 20	Ernest Owen	Owen MC
Sep 27	Disgarth	Bala & DMC
Oct 18	Yorkshire Post	Ilkley & DMC

SPRINT

Apr 4	Anglesey	Longton & DMC
Apr 5	Anglesey	Longton & DMC
Apr 11	Blyton	BARC Midlands
Apr 12	Blyton	BARC Midlands
Apr 25	Aintree	Liverpool MC
May 2	Anglesey	MG CC North-West
May 3	Anglesey	MG CC North-West

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May 16	Blyton	Longton & DMC
May 17	Blyton	Longton & DMC
Jun 14	Three Sisters	Longton & DMC
Jun 27	Aintree	Liverpool MC
Jul 26	Sprint	Longton & DMC
Aug 9	Curborough	Mid-Cheshire MRC
Aug 22	Curborough	BARC Midlands
Aug 23	Curborough	BARC Midlands
Sep 5	Aintree	Liverpool MC
Sep 6	Three Sisters	Longton & DMC
Oct 3	Anglesey	Longton & DMC
Oct 4	Anglesey	Longton & DMC
Oct 17	Curborough	BARC Midlands

HILLCLIMB

Mar 29	Loton Park	Hagley & DLCC
May 17	Scammonden	MG CC North-West
Jun 6	Barbon	Liverpool MC
Jul 4	Barbon	Kirkby L'dale MC/L'pool MC
Jul 19	Scammonden	Mid-Cheshire MRC
Aug 1	Loton Park	Hagley & DLCC
Aug 2	Loton Park	Hagley & DLCC
Aug 15	Scammonden	Pendle DMC

LIST IS LIABLE TO CHANGE - FOR LATEST UPDATES CHECK OUT THE WEBSITE

www.anwcc.co.uk

NON CHAMPIONSHIP EVENTS

STAGE RALLY (Non-Championship)

Mar 15	AGBO Stages	Owen MC
Sep 12/13	Bae Ceredigion	Aber, Teifi & Newtown

HISTORIC STAGE RALLY (Non-Championship)

Mar 14	AGBO Historic	Owen MC
Sep 25/26	Yorkshire	Trackrod MC

ROAD & NAV RALLY (Non-Championship)

Jan 12	12-Car	Matlock MC
Jan 18/19	Cambrian Road	Tregaron & DMC
Feb 8	Harry & Ivy	Kirkby Lonsdale MC
Feb 29/1	Bro Caron	Lampeter & DMC
Mar 10	12-Car	Matlock MC
Apr 4/5	Bro Preseli	Teifi Valley MC
Nov 24	12-Car	Matlock MC
Dec 5/6	JJ Brown	Caerns & Anglesey MC
Dec 20	12-Car	Matlock MC

TARGA ROAD RALLY (Non-Championship)

Jun 7	Targa	Ilkley & DMC
Aug 16	Blue Streak	Spadeadam MC
Oct 17	Derbyshire	Matlock MC
Oct 18	Targa	Caerns & Anglesey MC

SCATTER RALLY (Non-Championship)

Feb 3	Scatter 201	Knutsford & DMC
Feb 11	Scatter Rally	Matlock MC
Mar 2	Scatter 202	Knutsford & DMC
Apr 6	Scatter 203	Knutsford & DMC
Jun 19	Scatter	Caerns & Anglesey MC
Oct 5	Scatter 204	Knutsford & DMC
Nov 2	Scatter 205	Knutsford & DMC
Dec 7	Scatter 206	Knutsford & DMC

HISTORIC ROAD (Non-Championship)

Jun 2-6	Three Castles	Three Castles MC
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Jun 7	Historic Rally	Ilkley & DMC
Aug 16	Blue Streak	Spadeadam MC
Oct 17	Derbyshire	Matlock MC

CLASSIC RUNS & TOURING ASSEMBLIES

Apr 25	Two Peaks	Two Peaks MC
Apr 26	St George's Day Run	Lancashire AC
May 16	Fellsman Classic Run	Lancashire AC
May 17	Classic Tour	Lindholme MSC
Jun 14	M'Cr to B'pool Run	Lancashire AC
Jun 20	Touring Assembly	Pendle DMC
Jul 11	Coast to Coast Classic	Lancashire AC
Jul 12	Caves Classic	North Humberside MC
Jul 12	Cars the Star	Kirkby Lonsdale MC
Jul 12	SMC Classic	Spadeadam MC
Aug 16	Scenic Run	North Humberside MC
Sep 12/13	Bridlington	North Humberside MC

AUTOTEST (Non-Championship)

Jan 5	New Year	North Humberside MC
Feb 9	February	North Humberside MC
Feb 16	Windy Oak	Cannock & DCC
Mar 22	Maple	North Humberside MC
Mar 29	Grass Autotest	Spadeadam MC
Apr 12	Easter Bunny	Cannock & DCC
Apr 19	Autotest	Caerns & Anglesey MC
Apr 27	Autotest 201	Knutsford & DMC
May 10	Grass Autotest	Spadeadam MC
May 11	Autotest 202	Knutsford & DMC
Jun 7	Grass Autotest	Spadeadam MC
Aug 9	Autotest	Spadeadam MC
Sep 6	Grass Autotest	Spadeadam MC
Oct 18	Ken Wharton	Hagley & DLCC
Oct 18	Autotest	Spadeadam MC
Nov 1	Guy Fawkes	Cannock & DCC
Dec 6	December	North Humberside MC
Dec 27	Autotest	Caerns & Anglesey MC
Dec 28	Stuff the Turkey	Cannock & DCC
Dec 31	New Year's Eve	Spadeadam MC

PROD'N CAR AUTOTEST (Non-Championship)

Jan 12	PCA4	Airedale & Pennine MC
Feb 9	PCA5	Airedale & Pennine MC
Feb 16	Windy Oak	Cannock & DCC
Mar 8	PCA6	Airedale & Pennine MC
Mar 29	PCA	Spadeadam MC
Apr 12	Easter Bunny	Cannock & DCC
Apr 19	PCA	Caerns & Anglesey MC
Apr 27	Autotest 201	Knutsford & DMC
May 10	Happy Landings	Owen MC
May 10	PCA	Spadeadam MC
May 11	Autotest 202	Knutsford & DMC
Jul 7	PCA	Spadeadam MC
Aug 9	PCA	Spadeadam MC
Sep 6	Grass Autotest	Spadeadam MC
Oct 18	PCA	Spadeadam MC
Nov 1	Guy Fawkes	Cannock & DCC
Dec 27	PCA	Caerns & Anglesey MC
Dec 28	Stuff the Turkey	Cannock & DCC
Dec 31	PCA	Spadeadam MC

AUTOSOLO (Non-Championship)

Feb 1	Seighford	Owen MC
Oct 18	Bright Sparks	Owen MC
Dec 27	Slithering Santa	Owen MC

CAR TRIALS (Non-Championship)

Jun 1	PCT	Knutsford & DMC
Aug 3	PCT	Knutsford & DMC
Sep 20	Rob Roberts	Caerns & Anglesey MC

SPORTING CAR TRIALS

Feb 23	Geoff Taylor Trial	Hagley & DLCC
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SPRINT (Non-Championship)

Jun 6/7	Coventry Motorfest	BARC Midlands
Jun 7	Graham Hill	Owen MC

TRACK DAYS

May 30	Track Day 1	Liverpool MC
Oct 3	Track Day 2	Liverpool MC

HILLCLIMB (Non-Championship)

Mar 28	Loton Practice Day	Hagley & DLCC
Apr 11/12	Loton Park	Hagley & DLCC
May 13	Loton Driving School	Hagley & DLCC
May 16/17	Loton Park Nat A	Hagley & DLCC
Jun 13/14	Loton Park Nat A	Hagley & DLCC
Jul 8	Loton Driving School	Hagley & DLCC
Jul 11/12	Loton Park	Hagley & DLCC
Aug 26	Loton Driving School	Hagley & DLCC
Aug 29/30	Loton Park	Hagley & DLCC
Sep 26/27	Loton Park Nat A	Hagley & DLCC

TRAINING

Feb 15	Marshals Training	Under17 MC NW
Feb 15/16	Training	Warrington & DMC
Jul 18	Fire Training	Under 17 MC NW
Dec 5	Fire Training	Under 17 MC NW

OTHER EVENTS

Jan 25	AWARDS 2019	ANWCC
Feb 28/29	Chester Rally Revival	Lighting House
Mar 13	AGM	Under 17 MC NW
Aug 30	Ormskirk Motorfest	Aintree CC

INTER-ASSOCIATION EVENTS

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

TBA	Autosolo	EMAMC (East Midlands)
TBA	Autotest	ACSMC (Central Southern)
TBA	Autocross	ANECC (North-East)
TBA	Car Trial	ANCC (Northern)
TBA	Cross-Country	SACC (Scottish)
TBA	Road Rally	ANEMMC (NE Midlands)
TBA	Sporting Trial	ASWMC (South-West)
TBA	Sprint	ANWCC (North-West)
TBA	Stage Rally	WAMC (Welsh)

Championship Standings

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

Road Rally :

O/A	Driver	Club	Points
1	Mark Lennox	Newtown	636
2	Andy Price	WBCC	573
3	Steve King	WBCC	566
4	Steven Williams	Teifi Valley	373
5	Gerallt Williams	Bala	341

O/A	Navigator	Club	Points
1	Rob Bryn Jones	Clwyd Vale	655
2	Michael Hughes	Dovey Valley	563
3	Ian Beamond	Newtown	636
4	Grace Pedley	Knowldale	531
5	Michael Jones	WBCC	423

Stage Rally :

O/A	Driver	Club	Points
1	Andrew Morris	WBCC	936
2	Adam Williams	Warrington	922
3	Greg Williams	Warrington	841
4	Keith Anglesea	B&B	719
5	Brandon Smith	Clitheroe	677

O/A	Co-Driver	Club	Points
1	Chloe Thomas	C&A	936
2	Rachael Atherton	Warrington	922
3	Jonathon Kennedy	Warrington	871
4	Lewis Griffiths	C&A	772
5	Lauren Hewitt	Wigan	737

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	Peredur Davies	C&A	189
3	Fred Roberts	York	188
4	Heather Merryson	60 & Worcs	148
5	Jon Riley	York	144

Autotest :

O/A	Driver	Club	Points
1	Colin Moreton	Knutsford	208
2	Dave Evans	Whitchurch	197
3	Paul Fobister	Rhyl	187
4	Duncan Wild	Knutsford	138
=5	Dave Goodlad & Steve Johnson	Knutsford, U17	92

PCA (U 25):

O/A	Driver	Club	Points
1	James Robinson	U17MC	239
2	Jessica Crawley	Warrington	214
3	Matthew Nicholls	Bolton	196
4	Chris Johnson	Warrington	134
5	Adam Williams	Warrington	118

AutoSOLO :

O/A	Driver	Club	Points
1	Neil Jones	Bala	240
2	Howard Morris	Rhyl	224
3	Andy Williams	Knutsford	219
4	Scott MacMahon	U17MC	210
5	James Williams	U17MC	201

Sprint : Final

O/A	Driver	Club	Points
1	Keith Calder	Liverpool	858.35
2	John Wadsworth	NWCC	808.28
3	David Goodlad	Knutsford	802.76
4	Nigel Fox	Clitheroe	801.60
5	Steve Wilson	Longton	788.78

Hillclimb : 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 : Provisional Final

O/A	Driver	Club	Points
1	Rupert North	A&PMMC	205
2	Henry Kitching	Ilkley	188
3	Kevin Roberts	Bala	167
4	Ifan Roberts	Bala	148
5	Sion Griffith	Bala	141

Championship Standings

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

North Wales Stage Rally Challenge

O/A	Driver	Club	Points
1	Andrew Morris	WBCC	189
2	Adam Williams	Warrington	184
3	Greg Williams	Warrington	171
4	Keith Anglesea	B&B	150
5	Trevor Groves	Clwyd Vale	147
O/A	Navigator	Club	Points
1	Chloe Thomas	C&A	189
2	Rachael Atherton	Warrington	180
3	Lewis Griffiths	C&A	173
4	Jonathon Kennedy	Warrington	160
5	Lauren Groves	Clwyd Vale	148

North Wales Road Rally Challenge

O/A	Driver	Club	Points
1	Mark Lennox	Newtown	145
2	Steven Williams	Teifi Valley	141
3	Gerallt Williams	Bala	134
4	Andy Price	WBCC	126
5	Steve King	WBCC	124
O/A	Co-Driver	Club	Points
1	Ian Beamond	Newtown	145
2	Michael Hughes	Dovey Valley	131
3	Deio Hughes	C & A	128
4	Michael Jones	WBCC	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	James Robinson	U17MC	130
4	Steve Johnson	U17MC	120
5	James Swallow	Bolton	117
O/A	Junior (U25) Driver	Club	Points
1	James Robinson	U17NW	130
2	Scott MacMahon	U17MC	98
3	Sion Griffith	Bala	92
4	Matthew Nichols	Bolton	88
5	Jessica Crawley	Warrington	86
O/A	Driver - 1000cc	Club	Points
1	Andy Williams	Knutsford	87
2	Jessica Crawley	Warrington	84
3	James Williams	Knutsford	81
4	Andy Crawley	Warrington	48
5	Greg Williams	Warrington	43

Inter-Club Championship

O/A	Club	Points
1	Knutsford	392
2	Caernarvonshire & Anglesey MC	387
3	Bolton-le-Moors	361
4	North Wales CC	355
5	Bala & DMC	347
6	Clitheroe & DMC	319
7	Under 17 MC (NW)	283
8	Liverpool MC	266
9	Ilkley & DMC	255
10	Warrington & DMC	232

Marshals Championship

O/A	Marshal	Club	Points
1	Tim Millington	Warrington	185
2	Amanda Baron	Accrington	106
3	Laura Jos	C&A	93
4	Rob Jos	C&A	80
5	Maurice Ellison	Clitheroe	77
6	David Mitchell	Liverpool	76
7	Catrin Jos	C&A	76
= 8	William O'Brien	Warrington	65
= 8	Robert O'Brien	Warrington	65
10	Jim Livesey	U17MC	59

Championship Standings

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

Glynne Edwards Memorial Championship

O/A	Club	Points
1	Caernarvonshire & Anglesey	1062
2	Bala & DMC	1022
3	Harlech & DMC	712
4	Clwyd Vale	630
5	North Wales CC	592
6	Rhyl & DMC	252
7	Broughton & Breton MC	182
8	116 CC	153

Ladies Rally Championship

O/A	Driver	Club	Points
1	Ashleigh Morris	Bolton	199.31
2	Cathy Stewart	BWRDC	162.89
3	Jayne Auden - Row	ERO	125.52
4	Jade Paveley	North Wales	125.04
5	Lauren Groves	Clwyd Vale	67.68

O/A	Co-Driver	Club	Points
1	Chloe Thomas	C&A	703.65
2	Rachael Atherton	Warrington	687.77
3	Lauren Hewitt	Wigan	551.61
4	Grace Pedley	Knowldale	462.61
5	Heather Merrison	60 & Worcs	421.31

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)

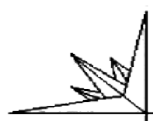
LOGON TO THE WEBSITE FOR FULL INFORMATION

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ANWCC
 Association of North Western Car Clubs

AWARDS & PRESENTATION NIGHT

**SATURDAY
25th January**

**HALLMARK HOTEL
Stanley Rd.
Manchester**

More details to Follow



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 2020

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.

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 2020
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 2020		
Contribution to Marshals Fund	£	
TOTAL ENCLOSED		£

Signature

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

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

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

For official use only:

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

20/

www.anwcc.co.uk

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
TARGA RALLY
<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

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 2020 – 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!

British Rally Marshals Club



So the clocks have changed and the nights are drawing in – circuit racing calendars are nearing completion and rallying started in earnest last month with WRGB. See and be seen out there!

www.brmc.org.uk

Now is the time of year that our regional AGMs and social functions take place. Your chance to have a say in the running of the club and get yourself nominated on to a committee. SE AGM was at Brands Hatch and SM AGM was in the White Horse in Silverstone last month. As well as attending both of these I am aiming to get to NW, MIDS, SW and BRMC – hopefully see you there!

Any gripes about race circuits should be put through the circuit representatives too – mostly BMMC members but check with your local committee if needed.

I missed the NE AGM at the weekend as I was attending Motorsport Days Live at Silverstone - a new concept (second year) aimed at wannabe track day drivers and racers: the chance to try out cars and attend talks on gaining sponsors and legal support. We actually had quite a bit of interest from clubs, series and drivers who want to do a day marshalling – potentially more - and very supportive to ensure we don't have any cancelled meetings next season! Visits from our club ambassadors too as well as the winners of our ticket giveaway. Next show will be Autosport in January.

And don't forget the 62nd Annual General meeting of the British Motorsports Marshals' Club Limited will take place at Jurys Inn, Midsummer Boulevard, Milton Keynes, MK9 2HP on Sunday December 1st 2019 at 15.00pm – every member welcome!

At this time of year we look to nominate people for our annual awards – our choices will be revealed at events, training days and social nights where appropriate after our National AGM. We have also put forward each of our regional nominees to Motorsport UK for their annual award ceremony. Let us know if you make their shortlist!!!

I am pleased to say that I have been invited back on to Marshals Advisory Group, Volunteer Officials Committee and Race Committee with Motorsport UK for 2020. There will be some changes with new members on many committees but some people retained for handover purposes. If your application was successful please let me know – if not please apply again next year as changes will happen every year for the next few years as the mix of members of each committee shifts.

And finally – renewals. You will probably have received notification to renew your membership of Motorsport UK. They like us to get in early so that we don't get held up when all the drivers renew! They should be sent out this month and valid for 2020.

Our own renewal process is not yet open for 2020 – many of our members take advantage of our direct debit scheme which is processed in early January. All membership packs will be distributed early next year – so hang fire! We will send out a reminder once the final quirks of our IT upgrade are ironed out.

Best wishes

Nadine BMMC National Chair

TRACK DAYS EVERY MONTH at Three Sisters



Monthly Car Track Days - £89 pp

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60s /70s YORKSHIRE DALES ROAD RALLYING REVISITED

25th January 2020

ANNOUNCEMENT

A tour through the Yorkshire dales will be run on Saturday the 25th of Jan 2020 following the Monte challenge reunion buffet the previous evening at Bowcliffe hall. The tour takes in the cream of road rally roads used in period before the joy police closed this type of event for ever in the 1980s.

START AND FINISH

The start will be from the car park at the Mercure Hotel at Wetherby at 8 am for the first car, where we have negotiated a concession of £69 BnB for a double room per night for the week end. Breakfast is served from 6 30 am giving everyone plenty of time. Cars will leave in numerical order at one minute intervals starting with car one at 8 01 am and will return to the Mercure at approx. 5 pm for the finish in any order.

ELEGABILITY

Entries are open to anyone attending the Monte challenge reunion in any type of vehicle but period cars will be eligible for more awards. It is also open to any like minded people who want to visit those heady days of road rallying in a more relaxed atmosphere in day light. It is possible to take part in any type of vehicle but emphasis is on vehicles of interest.

THE ROUTE

The route is approx. 190 miles in length and split into four sections with morning coffee, lunch and afternoon tea. We will provide a marked up map of the route so no navigational skills are required other than having the map the right way up. These will be given out on Friday evening and at breakfast on Saturday. We will also provide an information sheet about points of interest. There will be opportunity to cut some mileage out if you get lost or late.

AWARDS

There will be an informal hot buffet dinner where awards will be presented with some nostalgic film footage of rallying in that period. This will take place from 8 pm at the Mercure Hotel Wetherby. All finishers will receive a souvenir finishers award. There will be awards for oldest crew and car, youngest crew, farthest travelled to the event, spirit of the event and wooden spoon.

CONDUCT

Please note there is no timing on this event, we would however hope for you to finish on the same day as you start. You will find the roads challenging enough without having to speed. We have tried to pick roads where line of sight is good and stay away from single track roads with high walls so no backing up is required. Please drive within your limits and within the highway code. Have a great day out. Regards The organizing team.

MONTE CARLO CHALLENGE RE-UNION TOUR OF THE YORKSHIRE DALES

Although I never competed on the Monte challenge I was lucky enough to be in the original organising team driving the course car on the first event in 1990 starting in Glasgow and on the very snowy second event in 91, starting in Oslo.

When I heard that there was to be a 30th anniversary reunion gathering at Bowcliffe hall, which is very close to where I live on Friday the 24th of Jan 2020, I couldn't miss the opportunity to be re acquainted with the event.

The thought struck me that if people are going to make the trip from far flung parts of the UK would they be interested in making a full weekend of it and doing a winter tour in the area. (a bit like a mini monte challenge) open to all types of cars so as not to exclude would be participant's who may no longer have the old treasures salted away some place. Some are too valuable to bring out in the salt now any way. This is how the idea of a tour was born in my head, so I contacted Angela and David who are organizing the gathering on the Friday night and like me they thought it was a goer.

I have been involved in rallying since I was 18 years old and am now 70, still competing having just done the Silver Fern in NZ and driven at the Goodwood Festival of Speed in July. My very humble beginnings started doing twelve car events on some of the roads we are going to use on the Dales tour. Some of these became icons of the heady days of road rally championships like the motoring news championship and the BTRDA etc. That was before the joy police put a stop to it in the late 80. (it was getting a bit out of hand with 250 BHP screaming rally cars chasing round on illegal racing tyres in the middle of the night. (Oh the joy of it!!) For those of you who were involved the tour will give you a chance to remind yourselves of those crazy times never to return and for those of you who missed out on them it will give you a taste of what it was like.

In some ways doing this event will bring me full circle, because after struggling for a number of years competing on a very limited budget. in 1981 I was given some sponsorship from one Paul Hargreaves who had a company called VTV rally reports (Vintage TV) which helped me move more into the limelight where I got noticed and taken on as a semi works driver for Toyota GB. Paul is now the author of this web site autoclassique.tv. I hope to have my original VTV car on display at the event.

Apart from this being a nostalgic glimpse of road rallying of the old days you will have many wonderful local sights to see while you are in Yorkshire, such as The James Herriot centre in Thirsk. You will be covering most of the area in which he lived and worked, see scenes from some of the TV programs filmed in the Dales. Plus places like Fountains abbey and York with it's minster and railway museum is only 30 minutes away.

I hope this gives you a bit more of an insight into what to expect from the week end of 24/25 of Jan 2020 .

Thanks to Paul for allowing me to vent my spleen a little on his web site.

John Midgley

More Details at & Entries
autoclassique.tv

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- Regulations & Entry Form will be released on the 4th January 2020 via our website at: www.twopeaksmotorclub.uk
- To go on our mailing list for Regulations and Entry Form please email the Tour at: info@twopeaksmotorclub.uk

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For further information about Two Peaks Motor Club email us at: info@twopeaksmotorclub.uk
Autumn 2019



The 2020 Cambrian Rally is set to take place on the 8th February 2020 and again will be located in the coastal town of Llandudno.

There will be some new longer stages for 2020 as part of the BRC and BTRDA championship.

MARSHALS NEEDED

If you're available to assist, please let me know at markwilkinson81@icloud.com - currently all roles are available, timing, marshal, marshal in charge and radio marshal.



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Mull Car Club Ltd and Saltire Rally Club

Mull Classic Rally

14th March 2020



Mull Car Club Ltd and Saltire Rally Club welcome you to the 2020 Mull Classic Rally - the continuation of the Mull Targa/Historic Rally.

The Facebook page will be the prime method of communication for the rally. The intention* is to hold the 2020 Mull Classic Rally on 14th March 2020 with a format similar to the 2018 Mull Targa Rally - i.e. tests and regularities making good use of the best forest roads on the island.

The event is being held jointly with the Mull Car Club annual dinner dance ceilidh and will be based at the Isle of Mull Hotel & Spa in Craignure. We look forward to welcoming you to the Isle of Mull for an enjoyable and laid-back event with maximum opportunities for socialising.

The origins of the Mull Classic Rally lie with the unfortunate cancellation of the 2017 and 2018 Beatson's Mull Rally – a full-blown and epic stage rally which used closed public roads on Mull. In lieu of those events, the Beatson's Mull Targa Rally was organised and was well-received. The Mull Classic Rally is the evolution of the Targa, and will follow roughly the same format as the 2018 Targa Rally.

We are very grateful for the support of Mull Hire - the proprietor Allan Cameron is a well-known competitor and a key member of the Mull Rally team, as well as being the 2018 Mull Targa Rally Manager. The Mull Hire premises is on the rally route in Salen - you can't miss it so give them a toot (and buy something).

www.facebook.com/mullclassicroally

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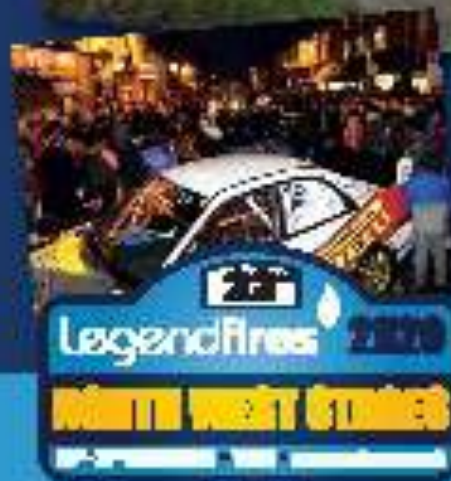
RALLY ACTION

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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Duncan Littler Speed Sports Photography
and last but not least, Chairman / Secretary
(& my complaints manager)

Les Fragle

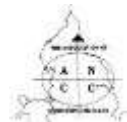
& if I have left you out of the above credits,

**The opinions expressed in this
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those of the editor or the committee
of the SD34MSG**

SD34MSG **Wednesday** **15th January**

8-00pm,
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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 January edition is
Monday the 23rd of December
which is due out on

Tuesday the 31st December
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**