

# November 2019 spotlight



**Not only The 'Best Rally in the World'**  
**But probably**  
**The Best Rally Awards Do in the World Too**

[www.sd34msg.org.uk](http://www.sd34msg.org.uk)

*Volume 10 : Issue 11: November 2019 : Maurice Ellison*

# Chairman's Chat

After a good day in Yorkshire on the Trackrod Rally my next event was the WRGB when I was on three stages, a start radio and two radio controls, and all of them had issues. There is no criticism of the teams on the ground as they did great jobs, as on all other events during the year, despite the appalling weather and spectators. The only way to describe the overall organisation would be akin to that well done saying that includes the two words 'brewery' and 'organise'. I will not go into all the dismal details but as an example on the Trackrod Rally I saw 118 cars in less than 3 hours whereas on the WRGB I saw a grand total of 181 cars over 3 stages taking 6.5 hours spread over 3 very long stints. As a result it's highly unlikely I will bother spending three days on the event in the future.

I wish now I had returned to Mull for the Mull Rally but perhaps next year, but for me this month it is back to proper rallying with the Neil Howard Stages and the RAC Rally i.e. what the WRGB should be, several days of competition in daylight and darkness with stages across the UK in Wales, England and Scotland.

*Les Fragle, Chairman, Secretary SD34MSG*

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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](http://www.chestermotorclub.co.uk)



**Clitheroe & District Motor Club**  
[www.clitheroedmc.co.uk](http://www.clitheroedmc.co.uk)



**Ecurie Royal Oak Motor Club**  
[www.eromc.co.uk](http://www.eromc.co.uk)



**Fylde Motor Sport Club**  
[www.fyldemotorsportclub.co.uk](http://www.fyldemotorsportclub.co.uk)



**Garstang & Preston MC**  
[www.gpmc.org.uk](http://www.gpmc.org.uk)



**High Moor Motor Club**  
[www.hmmc.co.uk](http://www.hmmc.co.uk)



**Preston Motorsport Club**  
[www.facebook.com/prestonmotorsportclub](http://www.facebook.com/prestonmotorsportclub)



**Stockport 061 Motor Club**  
[www.stockport061.co.uk](http://www.stockport061.co.uk)



**Warrington & District Motor Club**  
[www.warringtondmc.org](http://www.warringtondmc.org)



**Wallasey Motor Club**  
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## **ADVERTISING in 'SPOTLIGHT'**

**Readership in Excess of 10,000**

**1/4 page (ish - we are very flexible) advert  
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**Sent to all 29 member clubs and then  
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**All advertising revenue helps to fund SD34MSG  
Contact either Les Fragle, Maurice Ellison  
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## Stage Rally Championship

O/A	Driver	Class	Pts	Club	
1	Adam Williams	D	211	Warrington	Y
2	Gregory Williams	A	172	Warrington	Y
3	Paul Munro	D	169	G&PMC	Y
4	James Swallow	D	142	Bolton	Y
5	Brandon Smith	C	139	Clitheroe	Y
6	Craig Kennedy	D	137	Warrington	Y
7	John Darlington	D	115	Wigan	Y
8	John Richardson	C	106	Bolton	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
	Steve Kenyon	A	81	G&PMC	N
	Dan Woods	B	79	Clitheroe	N
	Andrew Potts		52	Pendle	N
	Dale Thomas	D	33	Clitheroe	N
	Wayne Thomas	D	28	Clitheroe	N
	Kaemen Welsh	A	27	Clitheroe	N
	Richard Bromley	A	27	Warrington	N
	Alex Jackson	A	27	G&PMC	N
	Tony Garrett	B	26	Clitheroe	N
	Chris Marshal	D	26	Wigan	N
	Ian Daws	A	26	Clitheroe	N
	Myles Gleave	A	26	G&PMC	N

O/A	Co-Driver	Class	Pts	Club	
1	Jonathon Kennedy	D	226	Warrington	Y
2	Rachael Atherton	D	203	Warrington	Y
3	Lauren Hewitt		200	Wigan	Y
4	Lewis Griffiths		186	Clitheroe	Y
5	Marcus Kennedy	D	110	Warrington	Y
= 6	Rob Bryn Jones		107	Clitheroe	Y
= 6	Terry Martin		107	Clitheroe	Y
= 8	Eric Wilcockson	C	106	Bolton	Y
= 8	Jack Mather	D	106	Bolton	Y
10	Richard Robinson	D	88	BSSMC	Y
= 11`	Mari Haf Evans		79	Accrington	Y
= 11	Andy Robinson	C	79	Bolton	Y
= 13	Stephen Landen	D	54	Warrington	Y
= 13	Victoria Swallow	D	54	Bolton	N
15	Dylan Thomas	C	52	Clitheroe	Y
	Steve Butler	A	80	Clitheroe	N
	Tony Garrett	B	79	Clitheroe	N
	Jonathon Cragg		78	GPMC	N
	James Squires	D	56	Clitheroe	N
	Stephen Holmes		53	Clitheroe	N
	Andy Baker	D	28	GPMC	N
	Dan Woods	B	26	Clitheroe	N
	Tony Vart	B	26	Clitheroe	N

**Following Wigan & DMCs  
AdgeSpeed Stages**

## Road Rally Championship

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

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

**Following Clitheroe & DMCs  
Clitheronian Rally**



## Non Race/Rally Championship

O/A		Class	Score	Club
1	James Robinson	A	84.70	U17MC
2	Andy Williams	A	81.83	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

## 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

**Provisionally Final (till 1/12/19)**

## Individual Championship

O/A	Competitor	pts	Q	Club
1	Rob Bryn Jones	109	Y	Clitheroe
2	Jessica Crawley	106	Y	Warrington
3	Adam Williams	101	Y	Warrington
4	Nigel Fox	92	Y	Clitheroe
5	John Wadsworth	86	Y	LAC
= 6	Andy Crawley	84	Y	Warrington
= 6	David Goodlad	84	Y	Bolton
= 8	Lauren Hewitt	80	Y	Wigan
= 8	Scott MacMahon	80	Y	U17MC
10	Steve Wilson	78	Y	Longton
11	Stephen Holmes	77	Y	Clitheroe
12	James Swallow	76	Y	Bolton
13	Chris MacMahon	70	Y	U17MC
14	Gregory Williams	65	Y	Warrington
15	Steve Johnson	64	Y	U17MC
16	James Squires	55	Y	Clitheroe
17	Jonathon Kennedy	48	Y	Warrington
= 18	Jack Mather	45	Y	Bolton
= 18	Eric Wilcockson	45	Y	Bolton
20	Ian Daws	41	Y	Clitheroe
21	Marcus Kennedy	35	Y	Warrington
22	Dave Graves	31	Y	Bolton
23	Matthew Hewlett	29	Y	Clitheroe
24	Ian Swallow	26	Y	Bolton
25	Victoria Swallow	21	Y	Bolton
26	Dale Thomas	17	Y	Clitheroe



MOTOR SPORT GROUP

**CHAMPIONSHIPS**  
**2019**

## 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	1113	1	1
Bolton-le-Moors CC	880	2	2
Liverpool MC	824	3	3
Warrington & DMC	812	4	4
Longton & DMC	806	5	5
U17MC-NW	639	6	6
Wigan & DMC	329	7	10
Preston MC	211	8	16
Division B		Position	
Club	Points	Div	O/A
Garstang & Preston MC	519	1	7
Airedale & Pennine MCC	331	2	9
Stockport 061 MC	306	3	11
Blackpool South Shore MC	262	4	12
Accrington MSC	248	=5	=13
Wallasey MC	248	=5	=13
Matlock MC	236	7	15
Pendle & DMC	186	8	17
Division C		Position	
Club	Points	Div	O/A
Knutsford & DMC	472	1	8
Knowldale CC	143	2	18
Hexham & DMC	136	3	19
Lancashire A.C.	106	4	20
Manx AS	84	5	21
Mull CC	47	6	22
Lightning MSC	12	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 29<sup>th</sup> October 2019

## MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Tim Millington	271	Warrington	Y
2	Brian Wragg	221	Liverpool	Y
3	Maurice Ellison	157	Clitheroe	Y
4	Amanda Baron	154	Wallasey	Y
5	John Harden	124	Liverpool	Y
= 6	Sean Robertson	117	Liverpool	Y
= 6	Tracey Smith	117	Accrington	Y
= 6	Andy Fell	117	Liverpool	Y
= 6	Robert Rankin	117	Liverpool	Y
10	Paul Smith	110	Liverpool	Y
11	David Hunt	107	Liverpool	Y
12	Judith Pegram	97	Liverpool	Y
13	Bill Gray	77	Liverpool	Y
= 14	Jack Mather	70	Bolton	Y
= 14	Dave Barratt	70	Accrington	Y
= 16	Robert O'Brien	67	Liverpool	Y
= 16	William O'Brien	67	Liverpool	Y
16	Alan Shaw	62	Pendle	Y
= 18	Steve Lewis	60	Clitheroe	Y
= 18	Barry Wilkinson	60	Pendle	Y
= 18	Les Eltringham	60	Pendle	Y
= 21	Les Fragle	50	G&PMC	Y
= 21	Kevin Jessop	50	Liverpool	Y
= 21	Matthew Pegram	50	Liverpool	Y
= 21	Duncan Dixon	50	Liverpool	Y
= 21	Debbie Watts	50	Liverpool	Y
= 21	Rod Brereton	50	Pendle	Y
= 21	Ian Mills	50	Pendle	Y
28	Geoff Maine	47	Liverpool	Y
= 29	Steve Smith	40	Accrington	Y
= 29	Ian Curlett	40	Liverpool	Y
= 29	Pete Barrett	40	Pendle	Y
31	Phil Howarth	37	Liverpool	Y
= 32	Andy Crawley	34	Warrington	Y
= 32	Jessica Crawley	34	Warrington	Y
= 34	Dave Graves	30	Bolton	Y
= 34	Garry Marriott	30	Wallasey	Y
= 34	David Mitchell	30	Liverpool	Y
= 34	Chris Woodcock	30	Clitheroe	Y
= 34	Heidi Woodcock	30	Clitheroe	Y
= 34	Ian Swallow	30	Bolton	Y
= 34	Gary Sherriff	30	Bolton	Y
= 34	Ian Mather	30	Bolton	Y
= 34	Lindsay Mather	30	Stockport	Y
= 34	Dave Collier	30	Liverpool	Y
= 34	Peter Wright	30	Liverpool	Y
= 34	Peter Wilkinson	30	Pendle	Y
= 34	Peter Schofield	30	Pendle	Y
= 34	Gary Marriott	30	Wigan	Y
= 48	Jo Evers	20	Bolton	Y
= 48	Alex Brown	20	Bolton	Y
= 48	Robin Turner	20	Bolton	Y
= 48	Eric Wilcockson	20	Bolton	Y
= 48	Stephen Mather	20	Bolton	Y
= 48	Melanie Morgan	20	Bolton	Y
= 48	David Gee	20	Liverpool	Y
= 48	Mark Jagger	20	Liverpool	Y
= 48	Tom Roche	20	Liverpool	Y
= 48	David Doidge	20	Liverpool	Y
= 48	Mark Jagger	20	Liverpool	Y
= 48	James Sharples	20	Preston	Y
= 48	Julie Sharples	20	Preston	Y
= 48	Peter Sharples	20	Preston	Y
= 48	Sean Flint	20	Preston	Y
= 48	Terry May	20	Preston	Y
= 48	Alan Smith	20	Wallasey	Y
= 48	Graham Williams	20	Wallasey	Y

Only Showing those Marshals  
that Have Qualified (66)

140 Marshals have scored points

# 2019 SD34MSG Under 18 Championship Registration Form

Name .....

Address .....

Post Code .....

e-mail ..... Tel No Home .....

Mobile ..... SD34 Nominated Club ..... (1 only)

Age on 1st January 2019 ..... DOB .....

Competitor Signature ..... Date .....

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

Parent Name .....

Parent Signature ..... Date .....

Parent Information (If different to above) Address .....

Post Code .....

e-mail ..... Tel No Home .....

Mobile .....

**General Data Protection Regulation 2018.** Under the data protection regulations (the GDPR), which came into force on 25 May 2018, we have to ask your permission to hold data about you as per the Groups Data Protection Policy. NOTE: We cannot assume your permission; it has to be given to us explicitly. If we don't get this consent we cannot communicate with you. Therefore by signing the above Championship Registration form you give your full consent and authority for SD34MSG to contact you via email, telephone and/or letter for the purpose of keeping you informed with activities, events and for social purposes so long as I you are a registered Championship contender. You also understand that you may withdraw your consent at any time by contacting the Groups Data Protection Officer, who is the SD34 MSG Secretary ([secretary@sd34msg.org.uk](mailto: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](mailto:shawalan555@gmail.com)**



# 2019 SD34MSG Championship Registration Form

## Please register me for the SD34 Championships indicated below.

By submitting this form and paying the registration fee I agree to abide by the Championship rules and regulations, which can be found on the SD34MSG website at [www.sd34msg.org.uk](http://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](mailto: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](mailto:davidpbarratt@gmail.com). Cheques must be made payable to SD34 Motorsport Group**

**Registration fees may also be paid by bank transfer to:**

**Lloyds Bank**

**Sort Code: 77-76-05**

**Account Number: 49052568**

**Please enter your full name as the reference**

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

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

# SD34MSG

## Championship Classes for 2019

### Non Race / Non Rally

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

### Sprint & Hillclimb

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

### Stage Rally

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

### Road Rally

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

# 2019 SD34MSG Calendar : Sept to December

2-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Stages	Oulton Park
2-Nov	Road Rally	Yes	Matlock MC	Dansport Road Rally	<b>CANCELLED</b>
8/9-Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
10-Nov	PCA	Yes	Airedale & Pennine	PCA 5	Rock & Heifer
16/17Nov	Road Rally	Yes	Clwyd Vale MC	Farrington Trophy Rally	
16/17Nov	Road Rally	Yes	Beverley & DMC	Beaver Rally	
23-Nov	Stage Rally	Yes	Clitheroe & DMC	Hall Trophy	Blyton
1 Dec	Autosolo	Yes	Bolton-le-Moors CC	Autosolo 3	3 Sisters Circuit
1 Dec	Autotest	Yes	Bolton-le-Moors CC	Autotest 2	3 Sisters Circuit
1 Dec	PCA	Yes	Bolton-le-Moors CC	PCA 2	3 Sisters Circuit
7-Dec	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 6	Blackburn Services, M65 Jt 4
7-Dec	PCA	Yes	Under 17 MC NW	U17MC PCA 6	Blackburn Services, M65 Jt 4
7-Dec	Training	No		First Marshal On Scene	Blackburn Services, M65 Jt 4
8-Dec	Autosolo	Yes	Accrington MSC	AMSC Autosolo 2	Blackburn Services, M65 Jt 4
8-Dec	Autotest	Yes	Accrington MSC	AMSC Autotest 2	Blackburn Services, M65 Jt 4
8-Dec	PCA	Yes	Accrington MSC	AMSC PCA 2	Blackburn Services, M65 Jt 4
8-Dec	PCA	Yes	Airedale & Pennine	PCA 6	Rock & Heifer

**Sprint & Hillclimb**

**Stage Rallies**

**Road Rallies**

**Non Race/Rally**

**Training**

## SD34MSG 2019 Championship Rounds by Discipline at a Glance

### Sprint & Hillclimb Championship 2019

Date	Event	Organising Club

### Stage Rally Championship 2019

Date	Event	Organising Club
2nd Nov	Neil Howard	Bolton-le-Moors CC
8/9 Nov	PokerStars	Manx AS
23rd Nov	Hall Trophy	Clitheroe & DMC

### Non Race/Rally Championship 2019

Date	Event	Organising Club
10 Nov	PCA 11	Airedale & Pennine
1 Dec	AutoSOLO, PCA Autotest	Bolton-le-Moors CC
7 Dec	AutoSOLO & PCA	Accrington MSC
8 Dec	AutoSOLO, PCA Autotest	Accrington MSC
8 Dec	PCA 12	Airedale & Pennine

### Road Rally Championship 2019

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

### Training Dates 2019

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

# AWARD WINNERS of 2018

**Now is the time to return those  
Perpetual Trophies**

**Then ANCC, ANWCC and SD34MSG  
(and your own club) can present them to  
the winners of this years awards**



# 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](http://www.clitheroedmc.co.uk)

## Whats on in November

**3<sup>rd</sup> November**

**Malton Forest Rally**

Marshals Needed - Contact Tony Vart

**5<sup>th</sup> November**

**AGM**

**Thursday 12<sup>th</sup> November**

**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 19<sup>th</sup> November**

**Scatter (Terry Martin)**

**Tuesday 23<sup>rd</sup> November**

**Hall Trophy**

**@ Blyton**

Marshals contact Maurice Ellison

**Tuesday 26<sup>th</sup> November**

**Hall Trophy Forum**

## What happened at CDMC in October

**Tuesday 1<sup>st</sup> October**

**Table Top Rally**

Steve Lewis (Clerk of Course) put on a very testing event that had all crews scratching their heads at least once on the event, others (me) a lot more than once. On the first section I made a schoolboy error and avoided Chatburn by turning right off the A59 scaling a 100foot vertical cliff face to get to Downham and incurred a fail (my first of the night) The next section was relatively simple (or so we all thought) but we all used a spot height that was not on the route and all gained a fail. The next section used contour lines and had eventual winner Matt Hewlett struggling to solve until he realized that you could just use the spot heights to get to the next control. Good (but difficult) night by Steve Lewis

## 2019 Scatter Rally Series Following R5 (October 29<sup>th</sup>)

Drivers			Navigators		
O/A	Competitor	Pts	O/A	Competitor	Pts
1	Ben Mitton	120	1	Levi Nicholson	101
2	Matt Simon	93	2	James Squires	94
3	Dan Sedgwick	71	3	Harris Halgate	70
4	Paul Pendleton	70	4	Georgie Cotton	63
5	Matt Hewlett	66	5	Alivia Corps	59
6	Steve Cotton	63	6	Francesca Redford	54
7	Paul Redford	54	=7	Tommi Meadows	53
8	Mark Walker	50	=7	Sam Ambler	53
9	Phil Shaw	33	9	Elliott Shaw	33
10	Domonic McTear	30	10	Connor Stapleton	30
=11	Tony Vart	23	=11	Maurice Ellison	23
=11	John Gribbon	23	=11	Terry Martin	23
=11	Gareth Shepherd	23	13	Derek Lewin	20
14	Danny Poole	20	14	Jez Turner	18
15	Mark Johnson	18	=15	Martin Daws	17
=16	Jason Marriott	17	=15	Sam Mitton	17
=16	Stephen Holmes	17	=15	Mark Dobson	17
=16	Matt Furbish	17	18	George Postlethwaite	16
19	Sam Coombes	16	19	Ben Williams	14
20	Connor Stubbs	13	20	Nick Melsome	13

### Next Scatter

R6	November	19th	Terry Martin	tba
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# Tuesday 22<sup>nd</sup> November

## Mull Forum



**Matt and Steve Flynn** hired a campervan and travelled up to Oban on the Thursday. Caught the Friday Ferry and after a few beers in the Bel-lachroy went Spectating.

**The Preston Motorsport Club Team of Louis Baines, and Kris & Sam Coombes** arrived on the Thursday and set up their tent then went to the Pub. After the Pub they went to watch Scrutineering and then went to the pub. Then went to spectate and went to the pub . . . There seems to have been a theme setting in. On Saturday night they pulled Martin Young out of a ditch. Sunday was a day spent on a Pub Crawl. There then followed many Technicolour Yawns.

**Jim Brindle** was in his sons Honda Civic Type R. Mull was its first outing and there were one or two problems . Next outing will probably be the Hall Trophy at Blyton

**Sam & Seddy -The Dukes.** When they put the entry in they didn't think that they would get a run. Whilst they had a car it was not a car that was ready to do Mull. They managed to beg steal and borrow enough parts to run (that is run some of the time). They had loads of problems (fuel pumps, a broken wire, bent track rod and more) but thanks to everyone who worked tirelessly to keep them going they managed a finish.

**Tony Vart** eventually got a finish on Mull at his third attempt. Tony's ride was in a Mk II Ford escort that was fitted with a Fiat engine and box. The cockpit layout (Co-Drivers side) left a lot to be desired - things were not located in a logical or ideal location which caused problems on the stages - especially the night stages. Finished 66th O/A which wasn't a great result but it was Tony's first finish. Great crack at all times on the rally

**Martin Young** was sitting in with his driver for the third time in the Yellow Opel. Conditions on Friday night were horrendous. The crew had a cracking day on Saturday with no problems other than an alternator bracket. Had a good Saturday night until Christmas Tree bend on the last stage where they went off backwards and were hauled back onto the stage by the PMC crew (Louis Baines, Kris & Sam Coombes). Martin didn't know it was them until the Sunday.

**Jack Hartley** has been competing on the Mini Cup Historic Championship all year. Jack arrived on the Tuesday (he had been on the reserve list) and had a run round some of the roads on his own. His Co-Driver arrived on Wednesday and they started the Recce on Thursday. They didn't manage to get as much Recce done as they would have liked. They fell off the road (as so many others did too) on Friday night but not for very long. Other than the Friday night off they had an almost faultless run and were surprised at their result. Finished 30th O/A, 3rd in class, Best newcomer, - was also the youngest competitor on the event.

**Heidi & Chris Woodcock.** The first question from Master of Ceremonies Tony Vart was 'Is there something that you need to tell us' - it appears that on the entry list Heidi was listed as living in Skipton and Chris living in Blackburn - Marital split? Apparently not - just a glitch in the entry system. Chris & Heidi had been on Rally Wales GB the week before . When they got back from WRGB on the Sunday they unloaded the 'Ambulance' of all the radio gear and on the Monday reloaded it with all the necessary stuff for Mull. On Tuesday loaded the rally car onto the trailer and off to Mull. On Wednesday Chris had to go down to Dunoon to meet the local police regarding the 'Dunoon Presents' Rally.



Jack Hartley

*Continued on Page 14*



Some Recce on Thursday and then it was scrutineering. Heidi and Chris wanted rain but got more than they asked for. Everything ran 'Tickety Boo' and the finished 2nd in Class & 26th O/A which aint bad for a 1400cc.

**John Cressey** was doing Mull for the 38th time in his Classic Mini. Put it off on SS1 for 4<sup>1</sup>/<sub>2</sub> mins. Had a cracking Saturday day stages and were lying 29th. On the night stages the car started to misfire. Finished 28th O/A

**Jonathon Mounsey** did a lot of planning after the 2yr layoff and kept his hand in by doing Hillclimbs and the Warcop Stages. He has bought an Evo 9 to replace his Evo 6 but used the Evo 6 with a lot of improvements done to the 6. Started Recce on Monday Lunch. Did a lot of miles to add to the many hours of recce on previous years. One of the problems Jonathon has is getting to sleep on all the nights before the Rally. Recce notes added to their notes and on the event found that they had marginal gains but that adds up over the rally. Found themselves on the limiter for longer than previous years Jonathon was confident that he had enough of a lead on the last stage to keep Callum Duffey at bay but he didn't and Duffey took 4th off Jonathon. Finished 5th O/A & 1st in Class

**Daniel Harper & Chris Cambell** won the rally in 2002 in a 'Normal' Mini. Chris now runs a WRC Mini and it has been a 2<sup>1</sup>/<sub>2</sub> year build up for this rally Taking in lots of events with some very good results and a lot of learning the car and doing development work. One problem Daniel has is with the braking. It stops faster than it accelerates and its having the confidence to leave the breaking a lot later. All of their notes were for a RHD car so this year they did the Recce and altered them to LHD. Did Friday night on full wets. No Issues on Friday of Saturday day stages. On Saturday night they suddenly found that they had no brakes on Gribben and had a bit of an off (fortunately they hit nothing) but dropped time. Finished 2nd O/A

**All in all a very good Mull for Clitheroe Members**  
**3 Clitheroe Crews in the top ten**  
**Lots of Class Awards**



*Heidi & Chris Woodcock*



*John & Martin Cressey*



**Aros Hall Pre-Rally Forum**



**Daniel Harper**



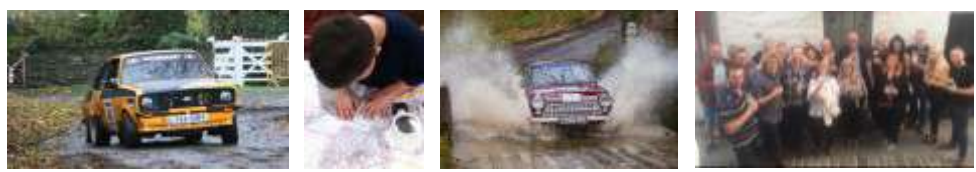
**Dave Calvert**

# Manchester XMAS Beer Targa Rally Saturday 14<sup>th</sup> December

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

**Entries Via CDMC Facebook Page**

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





## **Airedale & Pennine MCC**

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

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

## **Rock & Heiffer Next PCA**

**13th October**

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

Entries - John Rhodes : rhodesj3@sky.com



meet **every Thursday**  
at **Fiveways,**

Macclesfield Road, Hazel Grove,  
Stockport, Cheshire, SK7 6BE  
from about **20.30**

## **Lancashire Automobile Club**



Technical Evening with  
**Dave Richards**  
**Tuesday 15th October**  
**Postponed**

## **Warrington & DMC**

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



**Wern Ddu PCAs**  
**27th October**

## **Matlock MC**

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



# **DANSport**

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

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

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

The relevant Championship coordinators have been informed.



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

**NB New Venue**

**Park Hotel**  
**625 Wigan Rd**  
**Ashton-in-Makerfield**  
**WN4 0BY**

[www.wiganmotorclub.org](http://www.wiganmotorclub.org)

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

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



## **Hexham & DMC**

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



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

# Garstang & Preston Motor Club



[www.gpmc.org.uk](http://www.gpmc.org.uk)

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



## WALLASEY MC

The Club Meets Every Monday  
at 9-pm.

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

# Knutsford District Motor Club



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

[www.knutsfordmotorclub.co.uk](http://www.knutsfordmotorclub.co.uk)



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

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

# Longton & DMC



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

[www.longton-dmc.co.uk](http://www.longton-dmc.co.uk)

# Liverpool Motor Club



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

## Aintree Track Day October 5th

We almost got away with a completely dry day at the Aintree Track Day, though the drizzle rolled in before we'd managed to get everything packed away in our containers for another year. Once again, a big thank you must go to the unsung heroes of the day, our volunteer marshals who gave up their time to ensure everyone's safety.

Driving standards (particularly in Group A) were not the best we have ever seen but did get better after some gentle words individually and more publically over the PA.

The highlight of the day really depends on your interest in cars: Maybe you were impressed by Darren Smith using every inch of track in his full race TVR Tuscan, or Steve Worrada giving his immaculate ex Keke Rosberg Chevron its first run after a full restoration. Or maybe you preferred the very tidy Mk 2 Escort of David Barrowclough, or possibly Adam Stapleton's performance is his extremely quick Vauxhall VX220. Maybe you liked Peter Brogden's historic F3 March or Andrew Rutter's very rare Opel Ascona (one of just four 2 door versions recorded by the DVLA). See Jamie Byrnes photo album on our Facebook page, and Bryan Talyor will soon be posting his images online at [www.whitedogphotography.co.uk](http://www.whitedogphotography.co.uk)

I'm sure everyone will have had their own preference, but it was certainly a great end to our season of events at Aintree.

Thank you to everyone who has been a part of our events this year. Drivers, marshals, officials, spectators, we did it for you!!

**See you back at Aintree on 25th April for our next sprint, or 30 May for our next track day.**



J. E Photography



J. E Photography



J. E Photography



J. E Photography

# WDMC

WARRINGTON & DISTRICT  
MOTOR CLUB

## **Wern Ddu** **Multi Discipline** **Training Day**

**15/16<sup>th</sup> February 2020**  
**Either 1 or 2 days**

**Hands on - Practical Training**

- **First on Scene**
- **Timing**
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Blackpool South Shore Motor Club members were out in force on the Adgespeed Stages with no fewer than ten competing while others took up marshalling duties.

Seeded at car one, Simon Bowen and Richard Robinson were debuting a Ford Sierra Cosworth, built to historic specification as driven back in the day by both Colin and Jimmy McRae. More used to driving four-wheel drive machinery Bowen found the rear wheel drive 'Cossie' a real handful and he struggled to balance the power of the car against its limited grip. An excursion onto the grass on stage six resulted in an altercation with the tyre wall and the loss of the car's rear bumper. He eventually finished seventeenth.

It was a better day for Callum Cross, who co-drove Ford Escort Mk2 pilot Paul Murro, a Garstang & Preston Motor Club member, to a sixth place finish. At the lunch halt they removed the rear anti-roll bar in the hope of achieving a better level of grip but a stage nine spin suggested the ploy may not have worked!

There was a family element to a number of the South Shore members who contested the rally with the best result coming for father and son pairing John and Alex Stone. They brought their Legend Fires Renault Twingo home twenty-first overall, third in Class C for up to 1600cc cars. Paul and Phil Reader were another 'Dad and Lad' combination in action finishing forty-second in their Peugeot 205 GTi on what was only co-driver Phil's second rally.

It was a mixed day for co-driver cousins Craig Simkiss and Chris Sharpe-Simkiss who partnered Garstang & Preston Motor Club father and son Peter and Alex Jackson in a pair of Fords. After two stages Craig and Peter were leading the rally but sadly on the following test their Escort Mk2 succumbed to clutch failure and their rally was over. Alex and Chris had a better day finishing twenty-fourth overall and second in Class B for 1400 cc cars in their Ka.

Barry Armer was another South Shore co-driver in action partnering Warrington & District Motor Club's Erdinc Degirmencoglu in a Ford Escort Mk1. Their car ran faultlessly and they finished in twenty-third place.

A trio of South Shore members shunned the delights of the Wigan track in favour of those provided by the Isle of Mull. Dave Riley and Gary Dillon finished 52<sup>nd</sup> on the Mull Rally after an almost trouble-free run in their Mitsubishi Lancer Evo4. Their only issue came with a misfire during the second loop of Saturday's stages but fortunately it soon cleared itself with little time loss incurred. The weather was similar to that at Three Sisters with some heavy downpours making for slippery conditions and as a result they stuck to the same tyre choice throughout, the same actual tyres in fact. That meant all they had to do at each service was to replenish the fuel!

Having gained a late entry, James Ford was the third South Shore member to venture north and he recruited Scots co-driver Sinclair Young to partner him in his Ford Escort Mk2. Unfortunately their rally ended prematurely, on the Mishnich Lochs 2 test, when the car finished up in a ditch.

## Blackpool South Shore MC

Meet on the 1<sup>st</sup> Thursday of the month.  
They are currently moving venues around Blackpool, Fylde & Wyre in a bid to take the club to a wider audience. For details of future meeting venues please email

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# Andy Davies / Michael Gilbey wins Group N Irish Tarmac Championship

Andy Davies who with regular navigator Michael Gilbey recently managed to achieve one of their motorsport ambitions, by winning the Group N Irish tarmac rally championship as well as winning overall IRTC2 champions, an incredible achievement in their first year of tarmac rallying after a year-long battle in the Irish lanes. Their story begins back in 2018 as they took a year out of stage rallying to try and achieve one of their other ambitions, which was to win the welsh road rally championship, an ambition that they did indeed achieve. However, during 2018 Andy and Michael decided to venture out to Ireland to spectate one of the most famous tarmac rallies out there, the Donegal international. At this point Andy had never competed on a tarmac stage rally, let alone an Irish one, when all of a sudden it was suggested that he take IDZ the road rally car out, and as Andy says “the rest is history!”

So, Andy and Michael both took IDZ out for a one-off tarmac rally appearance, kitted out in a full “cuisine du France” livery in honour of Andrew Nesbitt’s Subaru, which was a previous winner of the event, they set about tackling their maiden tarmac rally. Despite breaking a number of driveshafts amongst other things, both Andy and Michael were hooked within the first day. They went on to finish the rally after experiencing what Andy describes as “a rush and level of enjoyment I hadn’t experienced when rallying before”. He adds “At the evening awards ceremony, with a crystal glass trophy full of Corona sat in front of me, somebody suggested, “let’s do the ITRC next year”. There’s a pattern emerging here... as you can probably tell!”

So, with the decision made and with Andy’s Group N Subaru converted to tarmac specifications, the season kicked off in February on the Galway International that took place over the weekend of the 9<sup>th</sup> and 10<sup>th</sup>. With a new baby daughter and profound lack of sleep it was an excellent beginning to their campaign with a win in Group N and second in IRTC1 on the two-day event. With it being a tight, twisty and slippery affair making it a pretty pleasant transaction for a pair of welsh road rally lads!

The event consisted of a loop of three stages ran three times each giving competitors nine stages and totalling some 75 miles in length. They set very respectable times throughout the course of the event although Andy admitted that he had a lot to learn but “still we kept out of trouble, set a couple of very inspiring stage times and managed to stay ahead of the 6 other group N crews as we crossed the final stage finish. A fluke? The number of post event photographs emerging on full opposite lock through various junctions indeed suggested so”. They finished the opening round in a very respectable twenty-fifth overall, giving them an excellent start to their year.

The ever-popular West Cork was the second round of the year. Taking place over the 16<sup>th</sup> and 17<sup>th</sup> of March and gave competitors some 140 miles of competition over the weekend and included some famous stages such as Ring and Sam’s Cross. It was to be an eventful rally for Andy and Michael as on stage seven they caught another competitor who had been off the road so lost some 30 seconds on the stage. On the first day’s final loop of stages the car was still fitted with wet tyres which weren’t the best suited to the roads which were now drying out so their times were not as quick as they would have liked, although they did hold onto the group N lead at the end of the day. For the second day their tyre sponsor Hankook had provided them with slick tyres to use on the now dry stages which they seemed to enjoy using. Stage 13 proved to be unlucky as they slid on some mud that lined the stage and put the Subaru into a ditch. This cost them some thirty seconds. Both Andy and Michael decided to play it safe after this and decided to get the car to the finish of the event, even so they were second placed Group N competitor with a handful of points for their campaign. They ended up in a highly respectable forty-ninth overall and second IRTC2.

The UAC Easter stages was the third round of the championship, taking place on the 19<sup>th</sup> and 20<sup>th</sup> of April this was another big test for Andy and Michael. It was a ten-stage affair with some 130 kilometres of competition to undertake. Andy noted “, I will always look back on this as the first event where I finished and felt equal to my rivals, feeling confident on our first all dry tarmac event using slick tyres.” They were lying second overnight after a cautious start, they decided to push hard on the second day, they manage to come within seconds of the Group N lead with many stage wins under their belt among very fierce competition.



## ***Irish Tarmac Championship***

### ***Continued from Page 19***

On the last section they decided to switch their tyre compound to a medium compound which resulted in a minor spin costing them a handful of seconds. They still went on to finish in a highly respectable second in class and twenty-fourth overall.

Round four was the incredibly famous Killarney rally of the lakes that took place of the 4<sup>th</sup> and 5<sup>th</sup> of May. It was another 16-stage event with some 140 miles of competitive motoring provided for the competitors. Andy writes "We arrived at Killarney international rally of the Lakes a different team. More experienced than ever before. Confident and already in love with the stages that lay ahead of us. We bolted on a set of medium compound tyres for the first time and specifically targeted SS2, Ardgroom, a tough, long and technical stage along the wild Atlantic coast, full of crests, bumps, jumps and everything in-between. Search 'Craig Breen Killarney 2019' on YouTube. I promised you, you won't be disappointed." Whilst they did loose 3.6 seconds to their nearest rival on the opening stage, Molls Gap, they weren't phased and headed into Ardgroom full of confidence and ready to attack. They managed to end the stage a massive 27 seconds faster than their nearest rival and never looked back. In fact, they went on to hold the lead for the rest of the rally, only pushing when they felt they had to and when they were comfortable to do so. Andy adds "Looking back, probably my favourite rally of the season. More importantly, the championship was back on." By now they were tied for the lead in the championship.

It was back to possibly the most famous event of them all for round five, the Donegal international. Sadly, tragedy stuck the event and as Andy says "the impact of what happened at Donegal was far greater than any stage time or effect on a championship. The tragic death of Manus Kelly left a huge hole in Letterkenny and in the hearts of every competitor or rally fan, far and wide. The king of the hills had been taken away and somehow, we all had to carry on." The results up to stage 15 counted and Andy and Michael finished second Group N car and twenty-third overall.

A break of almost two months went by before round six commenced, the Ulster. The Ulster is known for being a fast-paced event on some notoriously tricky lanes. This was Andy's first single day event with no time for backing off. This was home territory for Andy and Michaels main rivals so they knew the competition would be fierce, Andy and Michael simply had to push from the word go! Their main rival managed the quickest time on the days opening two stages, so Andy and Michael both knew that they would have to take some chances if they wanted a result. They pushed very hard on stage three and managed to set the quickest time by some sixteen seconds, putting them back in the running. They seemed to struggle to find a good rhythm after the service halt but managed to stay in touch with their rivals. They entered the final stage fifteen seconds down, but it was a stage which they had won on both the two previous runs over it, so they both knew it could be done. They both knew if they couldn't manage the win here then it would be very difficult to win the championship and they would require a lot of luck in Cork. Andy gave it everything in the final stage, and in fact set the seventh quickest overall time, but had it been enough? They then discovered that their nearest rival had come across some differential issues on the stage and lost some thirty seconds on the stage, and an unfortunate end to their rally but it did mean that the championship would be going down to the wire over in Cork.

Cork 20 was to be the final round in what had been a tight and close fought championship, this final event would be the decider. Taking place on the 28<sup>th</sup> and 29<sup>th</sup> of September it was an event with thirteen stages and nearly 130 miles, they both arrived as prepared as they could be, with all of Andy's Subaru's major components having had a rebuild to insure maximum reliability. They both completed a successful two-day recce of the stages and everyone in the team were ready for battle. They were dead level with Willie Mavitty on points in the championship so it was all to play for.

The opening day of the rally bought some very changeable weather, with the last three rallies having taken place in the dry it was to play out slightly differently to previous events. The first stage of the rally was the tight and twisty gruelling affair of Killnamatra 1, was slightly damp on some sections, so Andy made the brave decision to run on medium compound dry tyres. However, when they arrived at the stage, the rain had fallen and now the majority of the stage was damp. They started the stage and immediately knew they were not on the correct tyres for the conditions, unable to get enough heat through them for them to work effectively. All they could do was push on as hard and as safely as possible and keep the car on the road. Unfortunately, they ended the stage some twenty-five seconds down on their main rival.

Andy writes "All we could do was manage the situation and get the car back to service, however, there was one more stage to complete before we could do that, so we headed over to Lough Allua. We sat on the start line, looking at the damp road and decided that we were not here to come second and that we would take some risks wherever possible and hit the drying patches of road as hard as we could. Luckily there were enough high-speed corners and drying patches that we could find a great rhythm and After 16km we crossed the line 6.4 seconds faster than our rival."

They arrived at the service halt with rain falling, so opted for wet tyres for the next loop of stages. Andy noticed an immediate improvement and in fact they managed to catch their nearest rival on the stage. They went on to finish the stage some twenty-one seconds ahead of their nearest rival, catapulting them into the class lead by nearly three seconds.

***Continued on Page 21***



## ***Irish Tarmac Championship Continued from Page 20***

Andy and Michael went on to win the next two stages of the day, and finishing the first day over ten seconds ahead of their nearest rival and managing to set sixth quickest overall time in stage five in the process, a time only beaten by far more technically advanced R5 specification cars.

Sunday morning arrived and with no rain forecast Andy opted for a soft damp tyre for the day's opening stages. This was perhaps not the ideal tyre for the conditions as the roads did not dry out as fast as competitors hoped, and so Andy and Michael were not able to push as hard as they would have liked, and they also lost some five seconds overshooting a corner on stage seven, Musherá. "The feeling in the car was great, and the Hankook tyres were working superbly so we felt really confident heading into the second loop of the day which promised to be completely dry, however our rivals ran into a problem costing them around 30 seconds which meant we were able to change plan and focus on managing our lead and focus on getting to the finish" writes Andy, but with their rivals managing to repair the cars in the service halt, and promising to push hard over the final stages of the day, Andy and Michael both knew they too would have to push hard if they wanted to take the win. They managed to take the quickest time in class on stage nine, Mullaghanish to extend their lead.

They backed off a little for stages ten and eleven, opting to save their tyres until the last service halt of the event, where a new set was fitted for the last run through Musherá, which gave them another stage victory. "As we sat on the start line of Butter road, we discussed how much we both enjoyed the stage and how much we would love to have a real big push on it, however, common sense prevailed and looking back on a long season and how much work the team had put in, we just had to get it to the end. Those were the tensest 13.6km I can recall, and the pressure was on Mike, not just to keep us on the road but to do his job whilst keeping me calm and keeping our risks to an absolute minimum. At those speeds it's all too easy to make a small mistake due to a momentary lapse in concentration. Crossing the finish line of SS13 was one of the most overwhelming moments of my career, and one I'll struggle to ever recreate. A sheer mix of elation and relief from both sides of the car."

Andy and Michael managed to finish the event 31.6 seconds ahead, thus giving them the Group N championship crown, as well as IRTC2 in the International Irish Tarmac Championship! Andy wanted to give thanks to some people at the end of a very successful year:

"I'd like to once again thank my whole team; I could not have done this without them. The support and commitment needed from everybody over a season of two- and three-day international rally's especially when overseas is huge, and everybody played their part through some very demanding times. My sponsors, especially Hankook tyres who took their chances and supported a gravel/road rally driver with limited tarmac experience on not only our first time in Ireland, but our first season on Tarmac! I'm so happy I could reward you with this win in exchange for a winning tyre combination which have proven themselves on every possible variation of the surface!"

"I'd Like to thank Mike, for joining us on each and every round this year and putting everything he has into guiding us to success. The work that he puts in, in the weeks leading up to the events, through recce and into the competition itself is second to none. This is testimony to our results and lack of mishaps this year! I could not have done this without him."

"I'd like to thank my other half Delun, who has supported me through my rally career from day one, with this year no different, not only made has she made it out to support us on every round she could, but she has managed to do so whilst juggling it in-between our busy lifestyle and temporarily covering both parental roles in bringing up our 9-month-old baby Daughter! Thank you for everything."

"Lastly, thanks to everybody who has joined us along the way on various rounds this year and to everybody's support us from all angles including social media through another year of rallying. Your support is very much appreciated."

"So, where does this take us? The truth is, I'm not sure. We have always set out and achieved everything we possibly can, with the machinery we have. We have now taken wins on championships in all forms of the sport, on gravel, tarmac and road rally. From BTRDA N4, the Pirelli welsh national forest championship, the welsh road rally championship and now the International Irish tarmac rally championship. All of the premier single surface UK championships. We will continue to push forward and in the coming weeks we will sit down and properly look at our options. We feel we have achieved everything we can, in the car we have and will therefore be looking for the support and backing to use an R5 specification car for select rounds of a topflight championship in 2020. For now, though, we cannot rest as we look to tick a real bucket list rally off next weekend on the island of Mull before heading back to Letterkenny to celebrate properly at the ITRC awards!

"I'd like to also extend a thanks to everybody involved in ensuring the GAP solutions backed Subaru maintained a 100% finish record through the entire championship, namely Graham Sweet of GT motorsports, John Roberts transmissions, Gary of GM suspension technology and Melvyn Evans motorsport."

Thanks once again, for all of your support." Andy.

Needless to say, we all wish Andy the best of luck with whatever happens next and congratulate him and Michael Gilbey for their incredible success.

***Greg Harrand : Lampeter & DMC***

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**BEATSON'S  
BUILDING SUPPLIES**

**M R  
MULL RALLY**



***Malcolm Davey & Paul Slingsby Airdale & Pennine MCC***

Our plans for the Mull Rally started early this year. As soon as it was confirmed that the rally was back I immediately booked our hotel and ferries. On 2<sup>nd</sup> August I was waiting in front of the computer for entries to open and filled in our entry as fast as I could, being the 58<sup>th</sup> entry received.

This was to be the second rally in our new car, a historic spec Mk1 Escort with a Sherwood BDG engine and ZF gearbox.

On the Tuesday before the rally Malcolm and I set off for Oban towing the trailer with the rally car. Our first problem was a puncture on the trailer on the M6 near Penrith. This was soon changed and we were on our way again. The weather was nice until we got to Glasgow when we encountered heavy rain showers for the rest of the journey. The weather was to stay like that for most of the week. We arrived in Oban in time to catch the 15.55 ferry to Mull. Whilst we were waiting a friend, Mike Campbell came to have a chat with us. He lives near Oban and usually attends the rally but was going to give it a miss this year. After the short ferry crossing we were soon at our home for the next week, the Glenforsa Hotel. We've stayed there for many years and always receive a warm welcome when we return.

On Wednesday we spent the day checking our route notes and also visited the Whitetail Gin café. We usually spend two days checking the notes but managed to do it all in one day this year.

On Thursday we were looking forward to a relaxing day. That was soon to change! Our service crew (Gareth Davey, Mike Fox and Dave Rowe) set off early that morning in the van carrying all our tools, spares and tyres. We received a phone call from them early in the afternoon. The van had broken down just after Rest and be Thankful and they couldn't repair the problem (failed fuel pump). None of us knew what to do but after a lot of discussion and various ideas we came up with a plan. As I mentioned earlier our friend Mike Campbell lives near Oban so we rang him and asked for his help. The plan was that we would hire a van in Oban, he would collect it, drive to where the lads were, transfer all the spares etc. and he and the others would continue the journey. Fortunately a fourth member of our service crew had pulled out at the last minute meaning there was a spare bed at our hotel for Mike. Gareth had got in touch with a garage in Inverary who recovered the van to their premises. Mike met them there and they were soon on their way. Next problem! They were too late to catch a ferry that evening and all the ferries from Oban the next morning were fully booked. So they drove to Fort William and spent the night in a Premier Inn. They set off early on Friday morning to catch the Corran Ferry followed by the Lochaline - Fishnish ferry. They arrived at our hotel around 9.15 on Friday, much to everyone's relief.

That lunchtime we drove to Tobermory for noise, scrutineering, signing on and a briefing. We returned to our hotel mid afternoon and waited for the rally to start that evening.

The weather was still mixed with heavy rain showers when we started. The first two stages passed without any incidents and were followed by service at Craignure. We had three more stages that night, all of which went smoothly and we finished the night 2<sup>nd</sup> in class. We were still getting used to the new car and discovered the suspension was too hard for Mull, something we would have to live with but easily put right for future events.

We restarted from Garmony Rugby Club on Saturday morning, Malcolm was surprised to be interviewed by Colin Clark for his live Facebook report.

***Continued on Page 23***



## Mull

### Continued from Page 22

The weather had started to improve and the showers were less frequent. We really enjoyed the daylight stages and were delighted to finish leg 2 1<sup>st</sup> in class. We returned to the hotel to await the final night.

Leg 3 started in Salen. On the start ramp the commentator announced that we had won the Laurence Willis Memorial Trophy for the best presented car. That was a nice surprise. On the drive out to the first stage we encountered yet another heavy rain shower but it had stopped by the time we reached the stage start. Unfortunately Malcolm was now driving with extra enthusiasm and within the first mile we went off up a banking. The car was not badly damaged but the tracking was too far out to continue. Some spectators helped push the car off the banking and we continued along the stage looking for somewhere safe to pull off the road. Soon we found a driveway where we could park the car completely off the road. We were stood outside the car when we heard footsteps coming from the nearby house. A father and son appeared, asking what had gone wrong then invited us to their house for a cuppa! We met a lovely family who were all enthusiastic about the rally, the father having competed in the past. Once the stage had finished and the road reopened we drove slowly back to our hotel to drown our sorrows.

On Sunday we had to move all the spares, tyres etc. out of the hired van which had to be back in Oban by Monday lunchtime. Fortunately we were using a Brian James Race Shuttle covered trailer so we crammed as much as we could into that. Much to our surprise almost everything fitted in and we were just left with a few tyres which a friend who lives near Malcolm kindly brought home in his motorhome.

We then drove to Tobermory for the prizegiving to collect our award before returning to our hotel to have a meal with friends.

On Monday morning we set off home, five of us in the tow car. Mike returned the van to the hire company. Huge thanks to him for helping us out in our hour of need. We don't know what we would have done without him.

So another Mull Rally has come to an end. It's great to see it back after an absence of two years and its return was a great success. Personally, for many years I have dreamt of a class win on Mull and was gutted when the chance disappeared. We'll just have to try again next year.

**Paul Slingsby : Airedale & Pennine MCC**



**Andy Brown : Hexham & DMC**



Since 2016, Shona Hale (She normally sits in the Co-Driver seat) wanted to tick off an item on her bucket list - to drive on the Mull rally and asked me to sit alongside her.

Mull is not for the faint hearted and I should know as in 2014 I crashed out of the rally on the hill road after rolling over a cliff edge and landing against a very big rock.

Plans for this year's event started as soon as the green light was given to run the 50th anniversary of the rally. The 150 mile route, 17 stages is equivalent to 3 rallies in two days. It's run over the un-forgiving and twisty single track island roads, mainly in the dark, and this year the weather was some of the worst weather conditions I've ever rallied in.

The ex-Gina Walker Citroen C2 cup car fondly labelled "The Kettle" due to its past over heating issues was kindly provided by Drew Barker.

We started leg 1 at 9.30pm on Friday 9th October to complete 5 stages with a service between stage 3 & 4. The Kettle whistled its way round the island and needed nothing other than fuel. Unfortunately stage 5 was having problems with crews going off in the fog and was cancelled, so we headed back to our digs for some much need rest. Des Campbell's service crew were on hand to give the kettle the once over so we were ready for leg 2.

**Continued on Page 24**



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# BEATSON'S BUILDING SUPPLIES

# MULL RALLY



## This year the Mull Rally took place between the 11<sup>th</sup> and 13<sup>th</sup> of October.

It was attended by a numerous motorsport VIPs including the head of Motorsport UK, Dave Richards; however the VIP attendants were not the only reason this year's rally was so special. This year's rally marks a return to the event which had been sorely missed for the last two years, as the 1990 Strathclyde act was replaced earlier this year in April by the Scottish government. This means that after a 1089 day wait, the organisers of Britain's first ever closed-road rally were able to welcome over 140 crews to the island's awesome tarmac roads.

The Mull Rally was the only closed-road rally this year in Scotland, so it's no surprise that in less than an hour the entry list was full. So large and overwhelming was the demand for a spot in this incredible race; the mullrally.org website crashed. When describing the launch, Andy Jardine, Beatson's Mull Rally clerk of the course said *"I'm not sure even Kim Kardashian has broken her website with new material as quickly as we did! It's amazing."*

Mini Sport's drivers Daniel Harper & Chris Campbell finished in second place driving in a Mini JCW WRC. When interviewed after finished in second place, Harper revealed that they had experienced a total brake failure through Ben More and Scridain, and as such he was very happy with second place; indeed driving with a total brake failure is no easy feat.

## Mull Continued from Page 23

For leg 2 on Saturday afternoon, we had 8 stages to complete around the island. Some classic stages but still tricky for the unwary or ill prepared.

Due to a language problem i.e. Scottish and English, we decided to take a humorous approach on Saturday, with the note being delivered in a "posh" accent. We had an absolute laugh and we were posting quicker times as the notes just flowed although in a more upper class delivery.

The wild life on Mull can throw up some surprises and the Deer decided to play chicken on the road in front of us. The stag got out of the way pretty sharpish but the 3 hinds decided to race us along the road before jumping in front of the car and into the undergrowth. How we didn't hit one is nobodys guess. We also saw some lesser spotted but-tocks from a crew who had earlier retired and decided the moon wasn't bright enough. Not sure they realised we had Mad videos onboard recording their bare faced cheeks....

The rain had stopped and we were seriously considering going onto slicks as we drove to service in Tobermory. However the dry spell was very short lived and the heavens opened again and didn't stop till the next day. So we decided to keep the wets on.

Leg 3 consisted of 4 stages starting at 9pm and continuing through to the early hours of Sunday morning. We had heavy rain, deep puddles and fog to contend with but we cleared stage 17 to bring the Kettle home in 87 overall. We were so relieved to get back to Tobermory and it wasn't long before the Prosecco was spraying all over the car and the service crew. We could not be more chuffed if we had won the rally out right! 150 cars started and only 88 finished showing just how unforgiving the Mull rally roads are.

We could not have done this without the help of a whole load of people.

Huge gratitude to Drew Barker for trusting us with the iconic Kettle and running it for us

Massive thanks to the team of "Boys" – Spanner, Fluffer, Tool, Chaser, Tyre and Tool boys Squeeze - You da best!

Also special thanks to -

Des Campbell and crew, Mark Greenbank, Graeme Mack, Donald Brown and Graham Thomson for all your help and support.

To our fantastic and generous sponsors, thank you!!

Whitetail Gin, Legend Fires, Getclobbered and McIntyre Masonry

Thank you to all the heroic marshalls who remained cheery and professional over the entire weekend in monsoon conditions and congratulations to Mull Car Club and the Guardians of Mull for running a brilliant event in difficult conditions

**Andy Brown : Hexham & DMC**



# Mull Rally 2019

*The best rally I have ever done!*

**Jack Hartley : Clitheroe & DMC**

I have been going to mull rally for most of my life either spectating or going around the island in the back of a chase car. As a child, I never imagined that one day I'd be competing in the event myself. I put the entry in soon after they had opened to find we were a fair way down the reserve list however luckily we got a run.

This is the first time I have driven on mull and done the event. We did the recce of the stages on Thursday, only passing through each stage once or twice and I quickly realised just how good they were!

The first leg was in the dark on Friday night and I was struggling to find any grip on the first stage over the lochs. This led to a slight off on a hairpin left which caught me out but luckily we got back on the road without losing much time, even if it did fill the front wheel with soil. This made the car vibrate and shake at speed and under braking on the next stage but then were back into service to get it sorted.

Then we were back out for the next three stages of the night which went really well, getting a better feel for the roads and conditions, which left us in a good position at the end of the first leg, 56<sup>th</sup> o/a.

We had a good run again on Saturday's stages, leg 2 of the rally.

I think the biggest problem we had all day was doing stage 7 without the intercom as it decided to stop working on the start line but I don't think we lost much time. Luckily for Gary it was only a short stage as it meant he had to shout. We had now climbed up the results some more to 41<sup>st</sup> o/a.

Going into the last night of the rally I wanted to move up a few more places and get to the finish now we'd got this far, with only four stages to go. We had a few heavy landings on the crests over the weekend, one in particular where I must've caught the stalk on the column for main beam and turned the lights off, which wasn't ideal approaching a corner on stage 15.

The car ran brilliantly throughout the rally, without any problems really. I came to mull with hopes of finishing in the top 50 cars, not knowing if this was possible or not. We finished 30<sup>th</sup> overall, 3<sup>rd</sup> class A and won best newcomer, which I didn't expect and am more than happy with.

**Jack Hartley / Gary Dawes**  
**Team Minisport**  
**Clitheroe & DMC**



*Photos Courtesy of James Officer*



**MINI SPORT minisport**



# Mull Rally 2019

**Tony Vart : Clitheroe & DMC**

I was actually contemplating spectating/marshaling on Mull this year with my accommodation looking increasingly likely to be a tent, which I thought was just about bearable for a lad of my age – for the rally's return in its full form and its 50<sup>th</sup> anniversary to boot I was prepared to dig deep! Having failed to finish on two previous occasions I just fancied being there in some shape or form so when Sam "I love plot & bash" Spencer got in touch with news of a possible ride I didn't hesitate (ok Matt Broadbent was also asked but couldn't tear himself away from all the incoming female first year students....) anyway a visit to deepest darkest Yorkshire confirmed that the Fiord of John "Crag Rat" Tillet (Ripon MSC) seemed to be a decent well built club car that business could be conducted from within. Now why a Fiord...well it's an 8 valve 2-litre Fiat engine and box in a Ford (Escort) and whilst the motor is in a mild state of tune apart from a pair of 48s and an exhaust manifold of uncertain parentage it has propelled John to the finish line of circa 40 events of which most have been in the woods although he did finish the 2016 Mull event on a rare tarmac outing.

For me the event this year virtually mirrored the 2016 event (less Ardtun) so I already had the notes, John had some excellent accommodation booked at "Fascodail" in Salen, a fifty mile old Astra was available to hire for transport plus recce and the early morning Oban ferry was booked on the Wednesday morning prior – so what could possibly go wrong!? Well in truth very little did go wrong – we just missed a young deer on the Scottish mainland during the journey up – could have been messy and also made a significant dent in the £1000 excess on the hire car!! The long stage on the first leg on Friday night was stopped just as we approached Dervaig which led to us and another twenty or so crews getting a nominal (and slow time) for this long stage...a strange gearbox selection issue on the road section heading to service which the lads solved by tightening up an engine/gearbox mount and that was about the sum of our issues which on an event like Mull is exceptional really and a credit to John and the lads. We only had the same six tyres that John had utilized in 2016 and despite it being very wet at times the semi wet DMack pattern seemed to cope without too much sliding around – well not that I noticed from my side of the car! The only other issue I suffered was old age related on the Saturday night section...the long Calgary/Loch Tuath stage was over 22 miles long and took us over 27 mins to complete and about two thirds of the way through I had a minute of extreme tiredness and started to read the same line of notes twice...it just seemed to go on and on and on!! We finished 66<sup>th</sup> o/a and I was pleased with that as I hope John was...how young Jack Hartley finished 30<sup>th</sup> in a historic Mini I do not know but every credit young man...although youth probably played a part!



**Continued on Page 27**



The lads supporting John proved to be great company with Gareth having a fleet of immaculate rally cars including a historic Firenza (although he also confessed to liking Bedford CF vans...medical help is available Gareth..Lol!), Keith of Tockworth Motor Services who seemed to get sexually aroused complete with expansive hand gestures when talking about his self-built "red-tops," Sam (son of John) who in spite of being newly seriously "lurvved up" still had more guns and attended more shoots than John Rambo and Mitch who came from the posh end of Yorkshire..near Scarborough! Great craic all weekend lads and the look on the landlord's face of The Salen Hotel when we walked in at 21.30 and asked for a drink was priceless!! Thanks for the support guys and making it a top trip!

**Tony Vart**  
**Clitheroe & District Motor Club**

Ps.  
A "Crag Rat" is someone who is born within the U-shaped bend of the River Nidd running through Knaresborough . . . . . not many people know that!!



**Clitheroe  
& District  
Motor Club**



**Christmas Party**  
**Tuesday December 17th**  
**£17.50 pp**



Names to Heidi  
[heidiwoodcock1@aol.com](mailto:heidiwoodcock1@aol.com)

**SD34MSG**  
**Awards Night**  
**RAFFLE PRIZES**  
**WANTED**

**Clubs can bring their Donation**  
**to the next SD34MSG Meeting on**  
**Wednesday the 20th of November**



**Liverpool MC are running a test**  
**at Lymm Truckstop on**  
**Sunday 8th December**  
**for this years LE JoG.**

In recent years we have assisted CSMA at Lymm but this year we are back running this event as a club.

I hope you can attend the 25th. Anniversary run of this iconic rally.

Timings are to be confirmed but we will be on site all Sunday morning as the competitors visit our Test after an overnight halt at Chester, before progressing further up the country on their quest to reach John O'Groats.

Please let me know if you can assist & I will confirm details as I get them

**Geoff Maine :**  
[mainespeed@hotmail.co.uk](mailto:mainespeed@hotmail.co.uk)





***Sam Amber : Clitheroe & DMC***

Mull rally 2019 was always going to be the event of the year for us. After 4 years spectating and 2 years of targa rallies our first stage event ever was going to be on Mull. It was never going to be an easy task. But he who dares, wins! Well maybe not but you know what I mean ...

So the Wednesday before the rally we were off, van loaded and crew ready we arrived on the island ready to receive. We traveled the island and edited notes as much as we could before the event. The event was looming and with car through scrutineering we had made it. The nerves kicked in and the banter flew with fellow competitors until Friday night arrived.

The sense of joy and sheer fear fell over us and as I counted down 3,2,1 .. GO the excitement was real and the dream was alive! We flew through the first 2 stages with only a spin to slow us down and we were overjoyed at our progress and times. Sadly it wasn't to last. Into the evening and onto Saturday day and fuel pump problems would hinder our progress dropping us to nearly last on the road.

Luckily our amazing service crew pulled it out of the bag and into the last evening they got the car running absolutely bang on! For the first time all weekend myself and seddy bonded with each other and most importantly the amazing piece of machinery he had built. We laughed, shouted and had an absolute blast. Our time was up and although we were never going to be up there, to drag it back to 69th and get the finish. Well what a feeling!



***Dan Sedgwick / Sam Ambler : Clitheroe & DMC***





# A Brief History of Rallying on Mull

"100 mph Killing and Maiming of Animals" was the headline in The Oban Times when the 2300 Club was planning the first Tour of Mull in the summer of 1969. Luckily this prediction by Viscount Massereene, owner of the Knock Estate, proved to be inaccurate.

The first Rally on Mull was 50 years ago. The originator and driving force was my father Brian. He was a master of diplomacy, friendship and determination. During his life he constantly passed credit for the success of the Tour of Mull onto the 2300 Club Committee. He died in 1996 and since then, being no longer able to deflect praise, the enormity of his skill and achievements has emerged.

In July 1968 Dad took his young family on holiday to Mull. The M6 went no further North than Carnforth, there were no dual carriageways, cars were loaded onto the ferry at Oban on a lift and it was raining. As Dad's Cortina GT bounced through the puddles in the unmade track to our accommodation at Glengorm there was a distinct atmosphere of 'where the hell have you brought us' from Mum and tears from us children. The gloom soon lifted. We enjoyed two glorious weeks with days on Calgary beach, a boat trip to Staffa and Iona, walks and adventures around Glengorm. Gifts of fish and produce were left anonymously at the house. Everyone that we met was friendly. Mull was a delight.

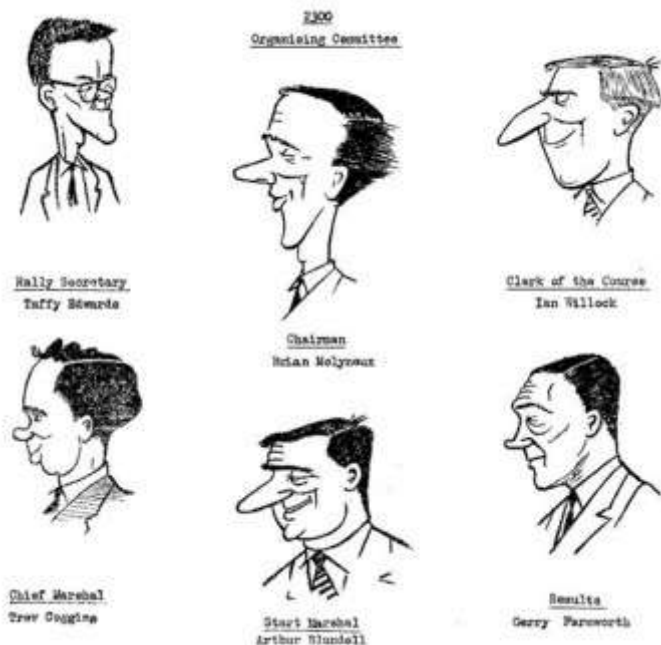
One evening the owner of Glengorm, Mr Carr, invited Mum & Dad for drinks. Hung on the walls of his office were pictures of him racing Bentleys at Brooklands and Donnington between the wars. This prompted a conversation about motorsport during which Dad suggested that Mull would be a good venue for a Motor Rally and Mr. Carr agreed. This was the sperm/egg moment.

The 2300 Club was formed in 1955 in the Mullard factory in Blackburn. The factory employed 6000 people making thermionic valves and it hosted a very active Sports & Social Club of which the 2300 Club formed a part. The Club ran treasure hunts and arranged discounted car parts for members. It then moved up a gear into running Road Rallies. The Mullard Trophy Rally was a highly regarded round of the prestigious Motoring News Rally Championship.

The 1968 event was fraught with PR and Police problems. It left the organisers downcast and wondering what to do next. Our holiday to Mull provided a possible answer for Dad. He started writing letters and making telephone calls. Reactions ranged from cautious to enthusiastic. Hardly any were negative. His 2300 colleagues would still need some convincing. Dad plus three of them visited Mull in early 1969 and this did the trick.

On October 11th 1969 Bobby MacLeod flagged off the cars on the first Tour of Mull. Bobby was Provost (Mayor) of Tobermory, an accordionist of high repute, a dance band leader and he owned the Mishnish Hotel. He was a great friend to the Rally and to our family. We received 72 entries and the 57 starters were given their £3 10s 0d (£3.50) entry fee back in cash on the start line.

**Continued on Page 30**



*The 1970 organising Committee.  
After the death of Arthur 'Fred' Blundell in  
September 2019 Ian Willock is the sole sur-  
vivor of this remarkable team.*





## ***A brief history of Rallying on Mull***

### ***Continued from Page 29***

The winners were George Hill and Keith Wood in a Mini Cooper S. This crew won again in 1970 and 1971 in an Escort Twin Cam and then in 1973 in a Vauxhall Viva 2300. A notable feature of the 1968 event was a selective which began at Dervaig, went over the hairpins then turned left at Loch Frisa into the Glengorm Estate. The route passed Glengorm Castle and finished at the crossroads above Tobermory. This mixed surface tester has never been repeated.

The brave gamble paid off. The Rally was a tremendous success. The tone of the headlines changed. "Mull Swept by Rally Fever" was the new attitude of The Oban Times.

Following the second successful event in 1970 Alexander MacLean of Tobermory was even more effusive and eloquent: "Leaving out any material gain we of Mull derive from the coming of the 2300 Club and their friends, the more lasting benefits are the friendships which now exist between the people of the Rally and the people of Scotland's fairest Isle. The better understanding, and the respect of one for the other. We feel proud when the visitors go into raptures over the beauty of our Island. Although we make no claim to have fashioned this, we do like to have our opinions upheld by people outwith. We take pride in the way our farmers and others go to such trouble to ensure the rallyists are as safe as possible while they hurtle round our unique roads. We take pride when 'our' Rally is voted the best Rally of the year. And we are certainly proud that our Island and the organisers of the 2300 Club attract well behaved and considerate competitors."

We hit the headlines again in 1971, unfortunately for the wrong reason. Stuart Turner sent Roger Clark and Jim Porter to Mull. They completed their recce. Their Escort was being trailed to Mull from Boreham and was involved in an accident near Oban. Roger and Jim were demoted to spectators.

During the early 70s we were invited to join the Scottish Rally Championship. This introduced two immediate problems. We were already part of the MN Championship which was sponsored by Castrol and was a Tarmac series. The Scottish rounds were 'loose' events and sponsored by Shell. Dad's diplomatic skills were brought to bear on this matter and it was resolved amicably. Two notable benefits were the introduction of an International element (a case of Champagne went to the top 6 Scottish or 'rest of UK' crews). Secondly we introduced special stages to Mull. These mainly used the limited number of forest tracks that were not dead ends. We also used the newly Council adopted and tarmacked Glengorm Road, possibly the only time an open public road has been used as a special stage. The RAC missed or ignored this and the organisers stayed out of jail.

The event continued to gain momentum through the 1980s. We were regularly over-subscribed and increased the maximum entries to 90 and then 100.

The Tour of Mull hit the buffers in 1989. The RAC (latterly the MSA) decided that Road Rallying needed to be cleaned up. It was ironic that the problems the sport was experiencing did not apply on Mull. We were most fortunate to have an enthusiastic local population who relished the arrival of the Rally. In common with most Road Rallies the ToM used Targa Timing. This was devised by John Brown for use on the Targa Rusticana, a Welsh MN round run by Oxford University Motor Club. The simple purpose of the system was to hide how fast the cars were going. Outlawing this system felt like an outrage at the time. Age and hindsight make it seem entirely reasonable now.

This change in the rules meant that we could no longer run the Tour of Mull. There were not enough forest miles to make an attractive alternative event. The Tour of Mull had such a momentum and following that giving up was unthinkable. The answer was to close the roads so that the Road Traffic Act and speed limits were suspended. The only precedent for this was the Birmingham GP, a very different event.

It took many hundreds of hours, large piles of correspondence, trips to London, Glasgow & Tobermory and a large financial investment. Dad's tenacity was remarkable. He tackled the enormous task and its numerous setbacks with energy and enthusiasm. The legislation came too late for the 1989 event which was not run and Mull Car Club stepped in with a small Forest event. On March 28th 1990 the Deputy Speaker announced that the Act had received Royal assent. This was an historic moment for British Rallying.

The 2300 Club now had to work out how to do something that had never been done before. This was an exciting time and a wonderful thing to be involved in. Everyone was pushing in the same direction. At 2201 on 12/10/1990 Ceiriog Hughes and Mike Kidd left Main Street on the first closed road Rally in Britain.

Closed Road status increased the profile and popularity of the event further still. We gained dispensation to take the maximum entry to 120 and then 150. We were still over-subscribed. Our Rally Secretaries Taff and latterly Pete had the unenviable job of telling enthusiastic competitors that they weren't competing. Successive Clerks-of-the-Course tweaked the route to squeeze the maximum competition from the Island.

Dad died not long after the 1996 event. What he achieved was tremendous. He is remembered with fondness and gratitude by everyone who knew him. His memory lives on in the Mull Rally. Mull Car Club erected a cairn to Dad's memory above Dervaig and our family have sited a bench on Tobermory Golf Course where Dad's ashes are scattered. Please visit these sites and thank him if you feel so inclined.

***Continued on Page 31***

## ***A brief history of Rallying on Mull Continued from Page 30***

In 1999 we took another leap and ran a Stage through Tobermory. Again we had co-operation and enthusiasm from everyone. The run was a spectacular success and the Tobermory Stage is now an occasional and popular feature of Rallying on Mull.

The 2009 event was our 40th and as October approached we were anticipating a bumper weekend. We ran the Tobermory Stage again as part of the celebration and we put on new social activities to mark the occasion. We encountered some organising problems and obstacles in the run-up to the Rally and there was some disruption and forced mileage reduction during it. In early 2010 some bad omens for the next Rally had already emerged.

Maybe we had just run out of steam. There had always been a tiny anti-Rally minority on Mull and through diplomacy, compromise and engagement of the pro-Rally majority we had managed it. Things were getting more difficult though. There seemed to be an assumption that the Rally would always happen and that it was fair game to have a pop at the organisers, as if they were part of 'the Establishment' like a local Council or a ferry company. My feeling was that this was my hobby which I devoted a large amount of time and money towards. The problem element was eclipsing the pleasure so it was time for a rethink. The other 2300 Club members agreed. At our March 2010 meeting we decided to withdraw from running the Tour of Mull.

There was no shortage of reaction ranging from understanding to anger. We were severely bruised by these events. Luckily for Mull and for Rallying a group of enthusiasts based around Mull Car Club took up the challenge and put on an event in October 2010.

With another stroke of luck and a lot of hard work the Mull Rally is back in 2019 after a 2 year break. This is a tremendous achievement and another major chapter in the history of Rallying on Mull. In a very thoughtful nod to the past the organisers have asked my Mother, who is President of the 2300 Club and has just turned 91, to present the prizes on Rally Sunday. We wish the organisers, officials and competitors a safe and fun weekend. Our family will be cheering you on.

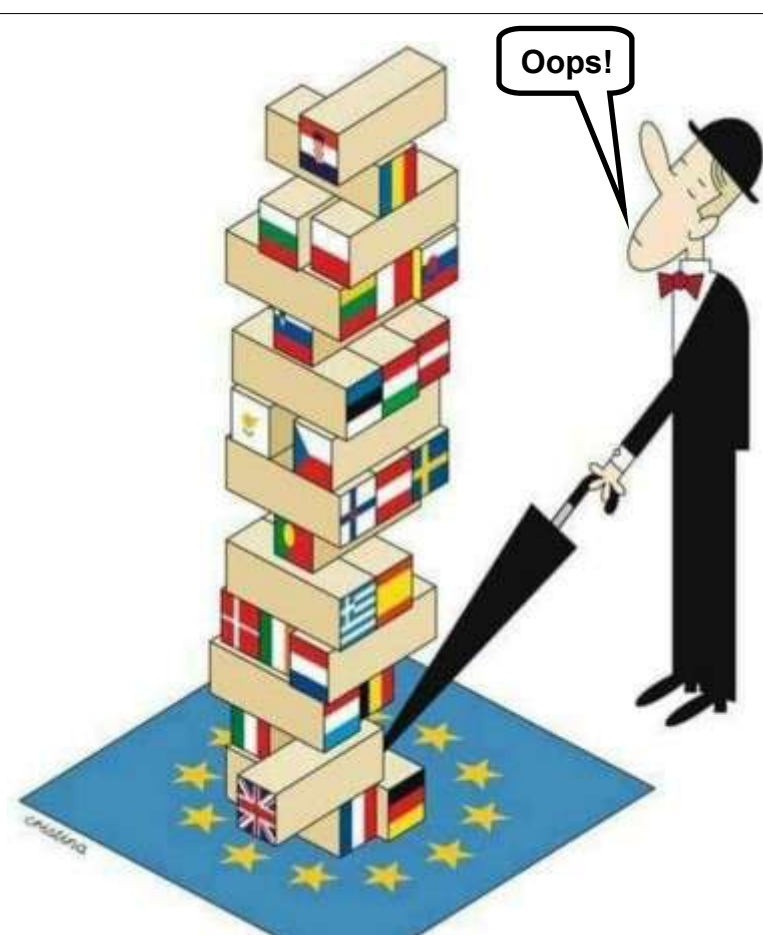
***Neil Molyneux,  
Chairman, 2300 Club***



**The Andy Mort Tour 2019**

**19th October 2019**

**AMT**







## The Andy Mort Tour 2019

19th October 2019



As the dust settles on the fourth Andy Mort Tour, the 2300 Club can reflect on an event that proved an overwhelming success.

All the ingredients were there: one of the best known names in rallying in attendance, two of the most famous Minis in the world, a record-breaking entry of 55 cars, and an fabulous route through Lancashire and Yorkshire – even the weather played its part.

Thanks to support from Mini Sport and managing director Chris Harper, the club were lucky enough to have Paddy Hopkirk in attendance, flagging off the first ten cars and greeting the finishers back at West Bradford Village Hall before entertaining a 150-strong audience with a talk on his life and career.

First cars away were Paddy's two Mini Cooper S's, 6 EMO, in which he won the 1990 Pirelli Classic Marathon and 33 EJB, the replica of his 1964 Monte Carlo Rally winning car.

From Austin to Abarth and Stratos to Skoda, there was an amazing array of classic and modern machinery. The hubbub of interest and expectation began to mount as the crews arrived, all with back stories about their car – and themselves - to tell.

For some, the drama started before the chequered flag had even dropped. Fellsman Tour organiser and LAC member John Hartley nearly didn't make it in his Porsche, after being collected by a speedy cyclist whilst stationary in Waddington. Hartley and navigator Nigel Bentley had to call an ambulance for the injured rider, only continuing to the start once he had been treated.

Ahead of all the crews lay a 120-mile route through Lancashire and Yorkshire, meticulously planned by 2300 Club member Dave Barritt and his team, using a choice of tulip road book or maps.

The tulip road book proved to be a brainteaser from the start, with several crews not realising that the first page was a sample route from last year and turned left out of the car park instead of right....

The opening section took in familiar territory of Sawley, the Nick O' Pendle, Sabden, Brierfield before heading across the top of Burnley down to Haggate crossroads and turning left towards Wycoller.

There was a famous motorsport face at the second checkpoint near Wycoller Country Park, with leading WRC co-driver Daniel Barritt – and his mum Janet – signing the route cards.

Oakworth, Crosshills and Steeton and Addingham were next up on the signposts, but then a dreaded 'Road Closed – Diversion' sign created problems for crews – particularly those ones relying on the tulip road book alone.

A detour through the centre of Otley saw the field pick up the original route to the lunch halt at Blubberhouses.

At least one crew ignored the diversion sign and carried on regardless. In a scene allegedly reminiscent of 'The Italian Job', Mini Sport's Michael Anderson and his son Ben took to the pavement in 33 EJB in their determination to stay on course – and on time

The post-lunch run took in some picturesque roads near Pateley Bridge and Greenhow before heading through Embsay and skirting around Skipton, rounding off with some of the superb road rally lanes around Lothersdale.

The route finished with an optional 'fun test' in the car park at Hanson Cement. Two abreast, cars were timed around a simple left or right dog-leg lined with cones and tape. Simple - except that the driver was blindfolded and had to rely on their navigator for precise instructions.

Several squashed cones and chewed up tape later, everyone was through and heading for the finish for a well-earned supper and Paddy's much-awaited talk. He might be 86 years old, and many of the stories and events we already know, but Paddy really can tell a tale or two. Amidst gales of laughter from the enraptured audience, Paddy recounted his career in motorsport, starting out with autotesting in Northern Ireland, graduating to rallying with the Mini, the Monte, circuit racing and then later life with the family. And he even took time out to wish Steve Entwistle and Mark Appleton all the best on next month's RAC Rally of the Tests, driving Paddy's own Cooper S, 6 EMO.

"Good luck to Steve and Mark on the rally next month, but we're not bothered about third or second, only number one," he said. So, no pressure there then....

As the evening wound up and everyone departed after a brilliant day of driving and socialising, the same four words could be heard everywhere.

**"See you next year!"**





# 2020 Protyre Motorsport Asphalt rally championship

One of the first crews to commit early, to the 2020 championship is Welsh driver Phil Turner and his Lancastrian co-driver Terry Martin, in their stunning MK2 Escort 2.0. Terry said, "We did the Mewla last year, as a bit of a one off, finishing second in class and eighth o/a, after a couple of problem's, but we hit it off so well, Phil asked me to do four or five events in 2020, Tour of Epynt, Manx and an event in Belgium and an Irish event, but when the championship details came out, we talked about it, and it seemed to good not to do it".



Phil. (Who prepares rally shells for other people) "The quality of events is the best ever, there's no weak rounds and it's going to be a great year, between us we have a good knowledge of all the rounds, except for The Three Shires rally, having both competed in the championship with other people. The car (Ford Escort) is being stripped down as we speak, the engine has gone back to Toovey race engines (one of our sponsors) for a complete overall, and the gear box and axle are both out for rebuilds, while there away im going through the shell, suspension and brakes etc. but it will all be back together before Christmas, so we may do a single venue just to test the car, in the new year. I'd just like to thank our other sponsors for their assistance in making next year possible." ST Motorsport. JD Tyres. Rikki Lloyd butchers, and of course Toovey Race Engines.





# Walters win and Britpart BXCC title for Birchall and Koonja

Justin Birchall and Jonny Koonja claimed the Britpart British Cross Country Championship title with a victory in the final round of the season which was held at Walters in South Wales.

With one non-finish already this year Birchall could not afford another retirement if he was to take his first British championship. He made a great start, setting fastest time on the opening run in his Lofthouse M3. Mark Jacques and Adam Nicholson, second in the title race going into the final round, were in second place in their LS3-engined Lofthouse.

Jacques was fastest on the second run but Birchall was quickest on the remaining five runs of day one to take a commanding lead into day two. Jacques was second but with a broken gearbox it was doubtful that he'd start day two. Phill Bayliss and Lance Murfin were in third place in their Land Rover Special.

Torrential rain for 24 hours before the event had made the course very wet and the venue took it's toll on some cars. Round 5 winner Andy Deguilio broke the clutch pedal on his Milner R5 which he managed to make a fix for but an ominous transmission whine resulted in him calling it a day before likely repairs became even more expensive. Andi Skelley returned to the championship but he was forced out with gearbox problems on his Milner. Steve Smith, fresh from starring in Autocar magazine, put his Clio V8 in a ditch but was able to continue after being extracted by the recovery crew.

Whilst the rest of the service area was asleep Mark Jacques' team were busy trying to repair the gearbox. Two of the Lofthouse Motorsport team went to get some parts from Preston, around 200 miles away, and then work continued through the night with the fix finally complete at 4am.

The team's work was rewarded with Jacques successfully making it to the finish in second place, a result which gave in second in the championship also.

"What a season and what a weekend," said Jacques.

"We had a good start to the event but then we lost fourth gear. On the final run of day one we were jammed in third. All the team did a fantastic job to get the gearbox repaired, we didn't have all the right parts so a couple of the lads had to go to Lofthouse Motorsport to get spares."

"We nursed it through the second day and made it to the finish. It's been a brilliant season, thank you to everyone who has helped us and to the BXCC team for putting on the championship."

Despite a broken alternator belt and a puncture Phill Bayliss finished third, taking third overall in the championship too.

**BRITPART**

British Cross Country  
Championship



*Continued on Page 35*



"Like our other third places this season this result was very unexpected," commented Bayliss. "The weather on day one made things very interesting but it was all good. We had a few issues, as well as the belt and puncture we had the wipers stop on one run and the brakes fail on another but the service crew did a brilliant job as did my navigator Lance."

"I need to say a massive thanks to all the organisers, marshals, recovery crews and all the other volunteers who take their own time to put on the events for us to enjoy, you're all awesome!"

The issues faced by Bayliss and Jacques meant that Birchall had a clear run to the win although he didn't back off at all as his height over the jump on day two's runs testified! The result gave Birchall his first British title with Koonja adding to the title he won with Dan Loft-house in 2013.

"It's been around 10 years in the making," said Birchall. "The season hasn't gone exactly to plan but I suppose that has kept everyone entertained! The pressure was on to get the result with already having one retirement but I felt really calm and kept focused. We pulled out a good lead out on day one and then it was a case of concentrating and bringing it home. I'm absolutely over the moon."

Jason Rowlands was in fourth place in his Can-Am X3 with Dave Hooper in fifth in his new Bowler Tomcat. In sixth was the Lofthouse Freelanders of Martin James. James commented: "It was a great weekend of racing. The weather was challenging but we made it through with just one puncture. It's only the third proper outing with the car so I'm still learning with every lap."

Oisin Riley completed his season in style with seventh place and another BXC Trophy win in his Polaris. Martin and Aston Cox were eighth after a few issues with the GSR 206 including a broken wishbone.

Harry Nicoll and Emily Sibley finished ninth in their Bowler Tomcat despite blowing a front diff on day one. Rounding off the top ten were Steve Smith and John Griffiths in the Clio who, after their day one ditch excursion, required the recovery team again on day two when their steering broke.

With the 2019 championship complete preparations are now underway for the 2020 season which will start on April 4/5. Please visit [crosscountryuk.org](http://crosscountryuk.org) for more information.

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

### **Top 10 results:**

01. Justin Birchall/Jonny Koonja (Lofthouse M3) 02:09:10
02. Mark Jacques/Adam Nicholson (Lofthouse LS3) 02:13:07
03. Phill Bayliss/Lance Murfin (Land Rover Special) 02:18:34
04. Jason Rowlands/Matthew Hall (Can-Am X3) 02:20:03
05. Dave Hooper/Leigh Higginson (Bowler Tomcat) 02:24:24
06. Martin James/Charley Morgan (Lofthouse Freelanders) 02:25:00
07. Oisin Riley/Philip Richards (Polaris RZR XP1K Turbo) 02:28:38
08. Martin & Aston Cox/Simon Kerfoot (GSR 206) 02:31:38
09. Harry Nicoll/Emily Sibley (Bowler Tomcat) 02:38:20
10. Steve Smith/John Griffiths (JRG Clio V8) 03:18:54



I went to the off-licence on Monday afternoon on my bicycle, bought a bottle of Johnny Walker and put it in the bicycle saddle bag.

As I was about to leave, I thought to myself that if I fell off the bicycle, the bottle would break. So I drank all the Johnny Walker before I cycled home.

It turned out to be a very good decision, because I fell off my bike seven times on the way home.

## Dominant Retro Class success for Lynch in season finale

Wigan racer Tony Lynch enjoyed the perfect end to his maiden campaign in the opb Motorsport Retro Rally-cross Championship with a dominant class win in the season finale at Croft.

The Landsail Tyres Team Geriatric driver made the trip across the Pennines to North Yorkshire looking to build on a fine performance in the previous event at Pembrey, where his upgraded Toyota MR2 had taken victory for the first time.

With heavy rain in the run-up to the event expected to provide an additional challenge for the weekend, Tony and the team elected to make a switch to the Landsail Winter Lander Tyre for the Croft meeting and the decision proved to be an inspired one when the on-track action kicked off.

Making the most of the additional grip from the winter tyre, Tony romped to victory in the first qualifying heat, lapping six seconds faster than the quickest Super Retro class car and finishing up more than half a minute clear of his nearest Retro class rival.

Tony would then follow that up with two further Retro class wins in the remaining two heats and would set the fastest lap of any of the Retro cars in the final heat to take pole position for the all important final.

Whilst the Super Retro BMW of Gary Simpson would secure overall honours, a strong weekend for Tony ended with him taking second overall and first in the Retro class, with his final lap of the weekend being the fastest that any of the Retro cars had managed throughout the meeting.

It meant that Tony ended the campaign with back-to-back victories, with further work now planned on the Toyota over the course of the winter with a focus on challenging for title honours in 2020.

“As was the case heading to Pembrey, we didn’t want to get too carried away about our chances at Croft so to come away with another Retro class win is a fantastic way to end the year,” he said.

“Ahead of the weekend, we’d looked at conditions that we were likely to face and made the decision to switch to the Landsail winter tyre and it proved to be an inspired call.

“To go out and lap six seconds quicker than a faster Super Retro car in the first heat and to set the fastest Retro lap of the weekend says it all about how well the tyre performed in the conditions, and there is no doubt that it played a key part in us taking the class win.

“Huge credit as always has to go to my team as the car was faultless all weekend. This year has been a huge challenge and the work they have done to upgrade and improve the Toyota has been first class. We have ended the year with a totally different car to the one we had at the start and have shown how good the MR2 can be.

“I also have to thank those people who have supported us in our new venture this year, not least Landsail Tyres as without them stepping in to become title sponsor for the last few rounds, we might not have been able to show the potential of the upgraded car. Our existing long-term sponsors have also been fantastic once again and if it wasn't for their support, we wouldn't have been able to go racing again this season.

“We'll now take some time to get everything in place for 2020 but I'm confident that we've put the foundations in place for a strong campaign next year.”





# Lancashire Automobile Club

# Twilight Tour

## 10th September 2019

It was into the early evening on the 10<sup>th</sup> September that 28 motors departed Whalley Golf Club.

The aptly named event was organised by Lancashire Automobile Club members Alan Ridehalgh and Andy Stanworth to provide a little plotting and navigational exercise around a 54 mile route. This followed on from a recent 'Taster' event, keeping the format relatively simple to encourage those less experienced at these events to have a go.

Flagged off at one minute intervals, the entrants made their way to the first control, just off the A6068 Padiham bypass, where 'Porkys' mobile cafe is to be found – surprisingly not open for business at 6.30pm! Here we were briefly held whilst a 10-question challenge was thrust through the navigator's window. Only 60 seconds allowed for this motor-sport-based brain teaser, I can barely read that fast, let alone think!

What was effectively a transit section took us to Haggate above Brierfield before heading for Trawden via Catlow Bottoms, where the ford provided a great location for Dean Williams to photograph the cars through the water splash.

Arriving at Laneshawbridge, we headed east to the Yorkshire border before turning north to go via Lothersdale and Broughton, all the time keeping alert to spot the code boards, essential to confirm our passage along the correct route. But just to maintain the pressure, additional observational demands were made in the form of clues to be noted. My navigator who shall be obeyed (my wife Sue) expressed displeasure at my inability to slow sufficiently to pick up the name of the Vicar of 'wherever' displayed on the 'wherever' church notice board! Spotting these clues became more of a challenge as the gloom set in.

The route took us west on the A59 passing East and West Marton, but care was needed to identify the tiny grass triangle separating two acute right turns – yes there was a code board on the correct leg! Now heading for Hellifield, but not quite getting there, sharp left down to Halton Bridge and more dastardly clues to pick up. Headlights now on to illuminate very narrow lanes and the odd wayward critter, we followed a less than direct route to Bolton-by-Bowland, and just for good measure – pub names now to be noted (not visited).

Via Sawley, and briefly on and off the A59 to go through Chatburn and Downham to complete a loop through Worston and back onto the A59. Nearly there we think. Up and over the 'Nick' (of Pendle) to be flagged into the final control off the road on the descent to Sabden. What's this – another sheet of 10 questions? Brains were scrambled and responses pathetic – let's get back to the Golf Club and find the bar!

Supper was served and exploits/excuses exchanged. What a great night – well organised and executed and entertainment for all.



**Photos Courtesy of Dean William**  
[https://www.flickr.com/  
photos/143707145@N03/  
albums/72157710829606756](https://www.flickr.com/photos/143707145@N03/albums/72157710829606756)

**Andrew Ogden : Lancashire AC**

# HEXHAM & DISTRICT MOTOR CLUB THE AUTUMN TROPHY RALLY

Wednesday 2nd October

October 2<sup>nd</sup> saw another vastly oversubscribed round of the Hexham & District Motor Club's 12 Car Series with the lucky 12 crews setting off from the famous Dr. Syntax for the Autumn Trophy Rally, a 55 mile epic which featured some challenging roads on maps 87 & 88. The evening got off to an inauspicious start for Guthrie/ Hal ( Peugeot 205 ) who missed the slot ( Just 400 yards from the start line ) that led down to the well known Broomley Ford which thankfully, all crews got through without drowning out. The opening regularity saw Jennings / Magee (Peugeot 106 ) with the lowest penalties ( 0:26) with Hastings / Wickham (0:35 ) the only other crew with under a minute penalties. Some familiar roads in the Shotley Field area took in a lot of old favourites including the unmarked triangle at 87/ 058501 and the route crossed in to County Durham at Allensford Ireading to a control just South of Consett by which time only Jennings / Magee, Hastings / Wickham and Tatt / Webb ( Peugeot 308 ) were still clean.

The rally then disappeared into the maze of roads South of Consett including the tight twisty yellow own the Lydgetts and round by The Middles and the penalties started to mount up. Another meander around Partridge Close and Butsfield area included another 3 unmarked triangles and by the time crews reached TC.7 on the A68 trunk road all the clean sheets had disappeared, as indeed had the Pinkerton/ Shield BMW 316 !!, while Thoulis / Lattimer, debuting their recently acquired Proton Coupe had managed to miss TC.6, which was surprising as they had visited tC.5 which was in exactly the same place.

A loop round the Coombes Bridges hairpins saw all crews drop time with the notable exception of Ron Roughead / Ali Procter in the BMW Mini. The rally finished with a long section over Waskerley Common and the moorland roads above Edmundyers, which included another two unmarked triangles, before finishing down near the Derwent Reservoir. By this time the rally had also lost the Mini Cooper of Derrick / Duley which retired with malfunctioning electrics resulting in a lack of headlights, something not recommended on those roads.

Back at the Dr. Syntax, results were quickly available showing a win for the Roughead/ Procter duo with Hastings/ Wickham's second place also netting them the Novice category. The next round of the Hexham 12 Car Series is the High Pennines Rally on November 6<sup>th</sup>, this again has an oversubscribed entry and was, in fact, full within an hour of the regulations going live.

**Ed Graham : Hexham & DMC**

No	Crew	Penalties	O/A
1.	Pinkerton/ Shield	RETIRED	
2.	Guthrie / Hall	RETIRED	
3.	Derrick / Duley	RETIRED	
4.	Thoulis / Latimer	96:00	9
5.	Robinson / Procter	8:25	4
6.	Tait / Scott	23:58	8
7.	Jennings / Magee	8:26	5
8.	Hastings / Wickham	4:35	2
9.	Tatt / Webb	11:31	7
10.	Bennison / Hewitt	10:41	6
11.	Dodds / Gibson	5:52	3
12.	Roughead / Procter	3:42	1

A Very Big Thank You to everyone who supported the event, particularly the Marshals.

The next Hexham 12 Car Navigation Rally is :-

## THE HIGH PENNINES RALLY on November 6th




**BMMC Midlands**  
 @BMMC\_EM

Rally Marshal taster day at Blyton at the Hall Trophy Rally on 23rd November!

Visit Scrutineering, Rally Control, Start/Stop lines, Rescue and Recovery and in-stage marshaling points throughout the day.

Contact [recruitment@brmc.org.uk](mailto:recruitment@brmc.org.uk)

#brmc #getinontheaction  
#becomeavolunteer






# The Faberge Hunt

Some months ago (*June Edition*) I asked for some help in finding one of the ladies who took part in the 1979 Ford Faberge Kiku , "Find a lady rally driver" championship. [Just for your information, the championship discovered Louise Aitkin, (now Louise Aitkin-Walker). She went on to win the Ladies World Rally Drivers Championship.]

The photos you see in this illustrious journal are of the remaining ladies, including Louise, some 40 years on, together with Graham Robson & John Taylor.

This event took some sorting .

Some of the ladies had moved, their email addresses changed & of the 4 that were lost, all 4 discovered, one through an appeal in this journal, the others, by my friends in low places!!.

My thanks for your help.

**Paul Doodson " " " "**







On the last week of September I found myself at the Cleckheaton Sports Club in Yorkshire for the quarterly meeting of the Association of Northern Car Clubs. Arriving through driving rain and swirling mist I was surprised to be greeted by the sight of a collection of men playing lawn bowls while soaked to the skin – it did occur to me that they would run it close in a contest with rally fans for enjoyment of a sport despite the inclement weather! But much more than that, it was the epitome of people doing something they love in a face-to-face community, no sign of anyone posting the activity on Instagram. Not that I resist the advance of technology, and specifically social media, but it left me wondering on the very nature of the whole construct of clubs and their members. Once inside we enjoyed a rampant debate on the state of motorsport, the work that we are leading at Motorsport UK, and the issues that concern our membership, both in the short and long term.

It was towards the end of the evening that I posed the question as to whether it was simply a fact of life that the traditional format of motor club, with its regular face-to-face meetings would become a thing of the past. Would everything only exist in the ether of the Internet? But somewhat to my surprise, and certainly to my delight, I was given a wonderful lesson by Heidi Woodcock who is the secretary of the Clitheroe and District Motor Club [www.clitheroedmc.co.uk](http://www.clitheroedmc.co.uk)

In a nutshell, she explained that they make it fun. They have weekly meetings with over 80 people attending, and half of them under the age of 25. They make sure that any new face is immediately looked after and introduced to others who can make them feel at home – they hold summer BBQ's and provide entertainment for the evenings with films and speakers. The point she made was that none of it is that difficult, when you have a group of likeminded organisers with the energy to try new things.

So where does Motorsport UK fit into that mix? For me the key thing in this area is to share best practice. Most clubs are pretty small and run entirely by volunteers – and with real passion, but while juggling a busy day job and usually a family. They need a toolbox of parts and a guideline on how to run a successful club. We haven't done a good enough job at finding examples of success, understanding the key elements, and then providing all of this to other clubs in a format that they can benefit from. Can we produce a white label website that clubs can then populate to create a uniform standard and save money?

We need to invest in the grass roots of the sport; and specifically, to draw in new young members who can form the next generation of racers, officials, and marshals.

We would love to hear of other examples of how a few good ideas have catapulted your club into a healthy growing situation.

On a related note, a few days prior, I was thrilled to be invited by an extraordinary car collector, Rodger Dudding, to see a car that my father had built in 1930. It is an Austin 7, known as "The White Rabbit", built as a grass roots racer and one that went on to compete pretty much non-stop for the next 80 years.

The whole story is pretty amazing [www.studio434.co.uk/my-product/austin-7-white-rabbitrace-car-1930](http://www.studio434.co.uk/my-product/austin-7-white-rabbitrace-car-1930) but the point of it for me, sitting in that car, is that we need to get back to simplicity in motorsport. The visceral thrill of watching or competing remains the same, but the relentless pursuit of technological advance and downforce has done little to enhance the real reason we love cars and motorsport. That little car sums up why we do.

Best wishes,

**Hugh Chambers**

**CEO, Motorsport UK**





## RALLYING



# Wales Rally GB

**Well that is that, or almost that.**

Jerome Toquet of the FIA Technical Department is currently pulling five cars apart at Post-event Scrutineering and we sit here waiting on him for results to go Final. Though many of you are not sitting, you are still carrying on the work of at least the last 10 days in packing up, stripping down, tidying up and cleaning down the many venues that we have visited since Shakedown on Thursday morning. Thursday morning? That feels like about a fortnight ago.

What a competition it was. The speed, the commitment of the WRC crews is phenomenal. The spectator car parks were full. The restaurants were booming and social media – good and bad – was trending. Restaurants? Who am I kidding, they may have been full but it was none of us that were making up the evening covers, we had jobs to do and a diet of Haribos and fizzy drink to survive on!

My thanks to you all for the time and effort that you have put into this event. From a clerk of the course perspective we had different visitors from the FIA observing our event for future developments for the sport. It was also interesting to have a FIA Rally Safety Delegate watching the raw onboard rushes of each stage to observe spectator movements. We all know that spectators are starting to hide from the Safety Delegates. With the technology that is available to us we can now watch the stages when they are running and possibly start to take action. Thank you in your support in getting this initiative to work. In some locations on stages it worked really well, in others it was physically hard to get people to the locations needed.

The word is now out that spectators are being observed while stages are running. Safety has never been more in focus. We are in changing times with the way technology is progressing and it is exciting to be at the forefront of it.

Please pass on my huge thanks to everyone in your teams. To all your partners and families who put up with your time away and late nights preparation. Thank you to accommodating the changes to our route and rally base and to making it special.

Now finish off what you have started, then put your feet up and congratulate yourselves on a job well done. And I hope that you will want to join us over the first weekend in November 2020? What can I tell you about it? It will be in Wales. I will leave AK alone to join all the dots up to make Wales Rally GB the continuing challenge to our competitors that they know this event to be.

Thanks again

**Iain Campbell**

Wales Rally GB Clerk of the Course

**2<sup>nd</sup> November**

**Neil Howard**

**Oulton Park**

**Bolton-le-Moors CC**

**17<sup>th</sup> November**

**Cadwell Stages**

**Cadwell Park**

**North Humberside MC**

**23 / 24<sup>th</sup> November**

**Glyn Memorial**

**Anglesey**

**C&A MC**

**23<sup>rd</sup> November**

**Hall Trophy**

**Blyton**

**Clitheroe & DMC**

## TRAINING

**7<sup>th</sup> December**

**1st Marshal  
on Scene**

**Darwen Services**

**email Tracy Smith**

**tracey.ams@hotm@il.com**

# Golden Microphone Trophy 2019

## Following Wales Rally GB

O/A	Call Sign	Operator	Score
1	G 01	BILL WILMER (who?)	138 points
2	G 56	TONY JONES	129 points
3	G 23	IAN DAVIES	118 points
4	G 25	CHRIS WOODCOCK	109 points
..	G 11	MARK WILKINSON	109 points
..	G 37	JERMAINE JACKSON	109 points
7	G 02	GRAHAM COOKSON	100 points
8	G 13	STUART DICKENSON	90 points
9	G 38	SEAN ROBERTSON	79 points
..	G 21	DEREK BEDSON	79 points
11	G 61	DAVID BELL	70 points
..	G 64	BRIAN WRAGG	70 points
13	G 04	IAN WINTERBURN	69 points
14	G 50	DAVID PEAKER	60 points
..	G 59	MAURICE ELLISON	60 points
..	G 12	RICARD WM JONES	60 points
17	G 16	BILL & ROBBIE O'BRIEN	59 points
18	G 33	JOHN ELLIS	55 points
19	G 24	PAUL HENRY	50 points
..	G 09	KEITH LAMB	50 points
21	G 26	MARK DICKENSON	49 points
..	G 03	LES FRAGLE	49 points
23	G 14	ADRIAN LLOYD	48 points
24	G 70	DAVID MAINPRICE	40 points
25	G 62	COLIN EVANS	39 points
..	G 55	STEVE BROADBENT	39 points
27	G 65	BRIAN EATON	30 points
..	G 41	JERRY LUCAS	30 points
..	G 06	DAVE CROSBY	30 points
30	G 53	TOM & VICKY MERCER	29 points
31	G 17	ROBIN MORTIBOYS	20 points
32	G 05	STEVE COOMBES	19 points
..	G 07	TONY & AVRIL LEE	19 points
..	G 52	STEVE LEWIS	19 points
35	G 42	ROGER WHITTAKER	10 points
..	G 28	ANDREW TAYLOR	10 points
..	G 51	GERRY MORRIS	10 points



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**Radio Mutterings September 2019**

**Ian Davies : Gemini 23**

# **Wales Rally GB**

**3rd – 6th October.**

**Thurs 3<sup>rd</sup>.**

After a busy day at work the day before, it's an early start to drive over to Llandudno and to take up my role as one of the A system radio controllers in Rally Control for this famous WRC event. Once parked up in the officials 'field' I catch the shuttle bus for the 750m ride to the rally HQ in the seafront conference centre. Once signed on I collect a rather large cardboard box of paperwork and assorted rally bits and pieces and make my way up to the second floor Rally Control to join up with the rest of the HQ operational team, dressed of course in the mandatory event grey oxford shirt !.

After a quick refresh on the systems including the net based radio, satellite tracking and 'live' in car camera feeds it's time to get down to business with Shakedown in Gwydir. Hardly have we started Oscar 1 the 0 car and there is a 'red' call over tracking at Junction 3 and the stage is immediately stopped. The whole team spring into action and immediately MIV 1 at the start is put on 'stand by' and then dispatched to the scene, with Gemini Control instructed to mobilise Cam Rescue and doctor into the stage. Reports from the scene update us that the driver has respiratory issues and this is immediately passed to the mobile MIV who are soon on scene followed by Rescue. In a little over eight minutes the scenario is called to a halt, an exercise for the FIA Medical observers and the rally team passes this first test of the day !!.

Once we have all of the rally emergency services back on the start line, Shakedown proper can start at 10:48. The technology that underpins the rally is breathtaking, but still relies upon the mark one eyeball out in the stage for much of the essential information. A few cars hit problems in the stage, Car 96 stops and then restarts and Car 100 is described as 'limping through, with Sweeper 2 finally closing the stage at 11:32.

The early afternoon flies by as we continue to run through processes and procedures and after a very quick walk around the service park it's time to set up for Stage 1 at an unbelievably wet Oulton Park Circuit. Alan Stoneman takes over the A system control and we are soon into the numerous safety cars necessary on an event of this standing. By half four just as things settle down we lose the radio node essential to patch the radio around Wales and apparently as far as Sweden, which Ops1 Dom has to call to get the server reset !. Annoyingly some of our issues are because other users decide to check their radios for the following day, which share the same channel, despite several reminders that we are trying to run a live stage, the issues persist. After the 'green light' from Oscar 4 FIA Safety Delegate and the final runs of the other Oscars the stage goes live at 19:08 with the first competitor Car 93. To be honest the conditions look horrendous, as we all stare at the live tracking screens and accompanying live WRC TV feed. In the end the stage seems to fly by and we are all soon thinking about the rally proper ahead and how little sleep we will all get in the next three days !!.5



***Continued on Page 44***

## **Friday 4<sup>th</sup>.**

With Chris Evans looking after Elsi and Penmachno the first two early stages of the day, I get the luxury of a 6am start and head into Rally Control to look after the pair of Dyfnant Stages with Leanne Richie. Although Chris has his stages up and running I'm frustrated by a series of technical failures, with signals dropping in and out of Control. After a stressful hour or so and stages getting close to their due times, I'm left to resorting to a telephone landline up to Repeater 2, who in effect act as my 'ears' on the stage with Gemini Control and the link back to Rally HQ. By half nine it's all go as I pass and respond to numerous reports from the Oscar safety vehicles in stage, "move spectators from here...marshals to relocate from Junction X to Y...please check Belgian flag at Junction X", the flow of instructions and counter instructions is almost endless as we near our due start time.

By 09:48 I get the OK from Oscar 4 and our first competitor Car 8 is in on his due time of 09:56 despite the numerous comms problems. The hard work doesn't stop with the first car, as we have live in car camera feeds to the FIA who in turn inform the Clerk of the Course that they can observe such and such spectators standing in a dangerous place at 9.4kms in the stage or 11.5kms, my job is to then relay all of this to Gemini Control via the Repeater crew and get the C system radios and marshals on the ground to act. It might be great to see such problems and issues on the screen, but it's a little harder to then assess the risk on the ground and get marshals to resolve the problems, before the next FIA alert. Car 3 briefly stops at J2+ and I'm soon back in the rhythm of calling the somewhat overworked Repeater crew to move people from various locations in stage. Cars are soon exploring the limits of the stage and maybe their abilities, Car 25 is reported off at Junction 20+ and Car 44 stops at Junction 18 with apparent steering issues. After over an hour on the telephone comms are finally back up and running on all of the A channels by 10:50. After losing a few more cars by 11:25 Sweeper 2 is into my first stage, chasing 47 international competitors through the stage.

As I wind down the first run through Dyfnant and prepare for the first run of the Nationals, it's so frustrating to hear over on Aberhircant that the stage is cancelled after a handful of cars due to the completely irresponsible behaviour of a small group of apparently Belgian spectators who just refused to stand in a safe location, despite numerous warnings from the marshals. I don't have too much time to dwell on this as I have to get the Nationals into Dyfnant before the return of the Internationals for their second run. Just after 12 I begin the process of getting the National safety cars into stage, including the motorsport UK Safety Delegate and we begin the inevitable process of moving spectators and re-establishing tape in various locations in the stage.

Just after one at 13:02 the first National car enters the stage on their due time, a real credit to the Stage Commander and whole rally team. I'm soon dealing with Gemini Control and a string of cars that decide to stop, roll and /or explore the extremes of the Welsh forest landscape. While I'm dealing with all of this, Chris suddenly has an urgent safety shout as the tracking and live TV show Car 10 hitting a tree side on in Penmachno. Almost immediately the well rehearsed safety plans fall into place and the CMO instructs Chris to mobilise MIV 5 from the stage start to the incident.





The live helicopter feed shows the crew out of the car after a significant side impact, but on scene reports come back about other possible casualties so Gemini Control are directed to also mobilise the start Rescue and Recovery units. As this incident evolves Chris then gets another urgent tracking 'red' alert of Car 95 on fire in Elsi, the second stage he is looking after on the same radio channel. Cue immediate mobilisation of MIV 8, Rescue and Recovery to the scene !. Meanwhile I get on with the business of the Nationals in Dyfnant. In the end the Clerk has no choice but to halt Penmachno and re-route the cars non-competitively as the rally emergency services deal with the incident. There is however better news from Elsi and with the fire extinguished the stage eventually safely restarts at 16:04. As for me I end the National run and liaise with Heidi in Gemini Control to get the various stranded cars recovered, before the rerun of the internationals for their second run of Dyfnant as SS9.

Thankfully the Oscar reports for this second run are far more positive with "well behaved spectators" and the stage standing up well to the first runs. Indeed only 'fine tuning' is required before I get the green light to start the first competitors at just after half past six. A rerun of the first stage then follows, as the live camera feeds to the FIA identify issues in stage and we then pass them to Gemini Control for action out in the field. As I've previously commented this real time observation of issues is all well and good but you need the marshals on the ground to be able to act and that's not always easy as areas can be difficult to access safely. Nevertheless with the help of Gemini Control and the radio crews out on the ground marshals are sent when it is safe to do so to try and resolve matters. I do just wonder what happens when you physically just can't get a marshal out on the ground and you then face the terrible dilemma of do you stop or even cancel a stage, a decision that is thankfully way above my pay grade. In the end the second run of the Internationals through Dyfnant is relatively risk free and all remaining 39 cars make it safely to the end of the stage and my day is done.

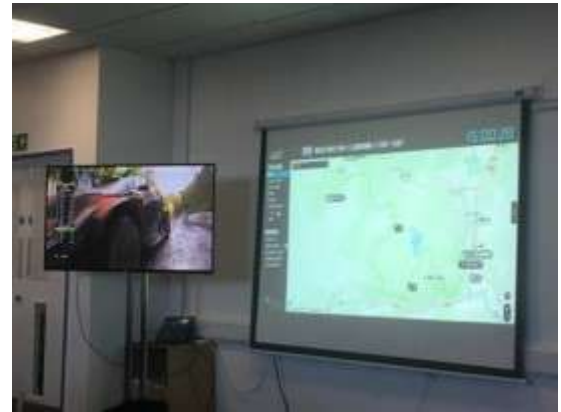
## **Saturday 5<sup>th</sup>.**

Saturday starts with a brief chance to have a look around the service park, although to be honest it's spread out and somewhat cramped in my view, I preferred Deeside although I do get the attraction of the seafront / town centre location in Llandudno, with the close by hotels and other attractions.

Anyway back in Control I support Chris and Alan with the running of Dyfi, Myherin and then Sweet Lamb / Hafren. It's not long before we are all in the thick of the action as Car 42 rolls on the TV feed on SS12 Myherin and then Car 24 stops with a puncture before Car 96 goes properly off at Junction 10+. The first run through Hafren is equally eventful with Car 54 off at Junction 2, Car 71 changing a wheel and then Car 100 pulls off and self recovers through the hospitality area. Throughout this we have various other tracker alerts and the FIA TV to also manage with the help of the Gemini Controllers out in the field.

As the Nationals concentrate on Dyfi, I move on to the second runs through Myherin and Hafren and the Oscar cars have some more work to do as spectators move around the stages. Unfortunately I only get the location of 'issues' as km X or km Y in the stage, passing this on to my Gemini colleagues, they then need to quickly turn this into a more workable Junction or radio location to take any action. As ever one or two of the media decide to stand in shall we say less than ideal locations, although as a WRC round the highest level of media accreditation can pretty much stand or walk anywhere other than a specific prohibited area, something that was made clear in the marshals instructions and ops manual, although it takes a little getting used to.

Myherin 2 SS 14 starts on its due time of 14:08 to everyone's relief and a real testament to all of the hard work out on the stage. Various dodgy spectators and the odd marshal in a poor location cause a few headaches, but on the whole we keep the radio traffic light. Hafren is soon also getting close to being operational and reports of Belgians at a rather difficult location at km 15.45 then come in !. Not to worry the dispatch of Dave 'Defender' Mitchell to the scene soon sorts the matter out and the following Oscar cars report few significant issues and the stage is live at 15:02. The only real wobble concerned reports of a large fire at car park N, but Response 2 soon has the offending fire out. Apart from Car 24 rolling on Hafren and one of the Nationals catching fire in Myherin the stages pass off a little more peacefully.



With Alan and Chris having been in since gods know when, I'm left to look after the final stage of the day the mighty 2.4km floodlit TV stage at Colwyn Bay, although to begin with I couldn't make out if it was tiredness or what but the radio labelled the stage as 'Oulton Park' !!. Anyway it's soon down to business to make sure this high profile stage is up and running to the exacting TV schedules. Thankfully the Gemini Team is in full control and we even have Mark, Gemini 26 on the ground as Stage Commander. As the late afternoon drifts into evening the usual crowds in Rally Control thin out a bit, although guests from the Safari Rally stick around along with a team of FIA app developers, who are looking at developing an aid to spectator movement and control ?. With the second run of Dyfi the previous stage, still running colleagues hang around for a while. The tracking technology really comes into it's own as Car 105 gets lost on the way to Dyfi and the SAS technician is able to send a message to the in car display advising them of their error, talk about big brother watching !.

Back to Colwyn Bay and I'm soon in the thick of guiding the inevitable Oscar convoys through the stage, although Michelle in Oscar 4 gives this stage a miss. Mark out on the stage has a little work to do as security and the Police deal with some spectators on the railway embankment who ignore the marshals directions to move. A last minute bulletin from the Stewards directs that any cars that stop on the stage and exceed 8 minutes will be considered retired and recovered from the stage. I have to pass this critical instruction to Derek in Gemini Control so that it can be verbally passed to each competing car, before they start. Bob on schedule the first competitor Car 4 enters the stage at 19:13 and I'm treated to the live big screen TV feed in Rally Control. With progress a little slow, as each car must in effect finish the stage run before the next starts, a few more bodies drift to the bar or bed. In the end we see a total of 39 cars through the stage and finally call things to a close around 21:30.

## **Sunday 6<sup>th</sup>**

It's a very, very early start around 03:30 as I head to Control and meet up with Chris to share the running of the two attempts at Alwen and Brenig, the latter second run being the ultra important televised power stage. With Bill and Ian W in Regional base we establish A system comms and set up for what proves to be a somewhat stressful day.

With an urgency in the air, the Clerk supports Oscar 4 with additional back up in the form of the ex National Clerk and his brother riding shotgun as Pilot Neil to provide additional troubleshooting support in the stages. To be honest most of the spectators who are there in their thousands are well behaved and observe the marshals and official directions. With the high profile of the two stages we have the added but necessary hassle of marshalling various TV trucks and banner vehicles into and out of the stages. By just after 7am the final Oscar cars are into Alwen and the battle to the final stop line is on. Frustratingly we actually then start the first stage 2 minutes late, although in the grand scheme of things it didn't really matter I guess. Car 4 soon hits trouble in the form of a very big 'Welsh' bale guarding a pile of logs and continues and we have a brief heart stopping moment as Gemini Control report a drone, not what you want to hear with low flying TV helicopters. As the cars continue through Alwen we soon get the first run into Brenig live at just after eight.

Alwen passes off without any further drama and 48 cars are rapidly in and out of the stage, whilst in Brenig a similar calm for this first run descends and the same 48 cars make it to the stop line. Unfortunately the calm out in the forests is not matched outside the seafront windows and the Great Orme stage has to be very reluctantly cancelled and the cars driven through at a non competitive speed. Pure and simple the safety divers couldn't operate safely with the fierce underwater currents being experienced off shore, even if the waves on the surface didn't look that high. At the end of the day the organisers had to put the safety of the competitors and the dive teams front and centre, not a popular decision perhaps but absolutely the right decision.

For me I now move onto the challenge of taking the control seat with Chris for the final two stages of the day that will decide the fate of this famous rally and also have a big impact on the world championship. Chris and I have barely got the first of the safety cars into the stage and we lose the tracking plane that needs to go off and refuel ? and then of more concern we begin to fade in and out of the critical A system radio back into Rally Control ?. With the system in and out like the proverbial fiddlers elbow, I'm left with no choice but to open a landline phone, again, and call Ian W in Gemini Control and use that as the critical link as we run Alwen and then into the final power stage !!. Dom and the whole comms team are soon on the case but we then get the dreaded message that the 'server' is down and won't be back up anytime soon, if at all. So I spend the next couple of hours cradling a telephone on my shoulder to Ian W in Gemini Control, as Ian C the Clerk passes messages to Ian D 'me' to get out to the marshals out in the stage, too many Ians !!. Plan B however works and we manage to get the two stages run and the ultra important power stage completed safely and to time, only losing one car on the road section. Although comms are re-established late on and Chris resumes A system duties, I keep the phone line to Ian open just in case.



# WORLD CHAMPIONSHIP RALLYING RETURNS TO WALES IN 2020

- **Traditional end-of-season date now confirmed**
- **Building on the spectacular successes of innovative 2019 event**
- **Record spectator numbers marvelled at World Championship showdown**
- **Widespread acclaim for new Llandudno, Liverpool, Oulton Park and Colwyn Bay addition**

Following a record-breaking Wales Rally GB, event organiser Motorsport UK is delighted to confirm that the FIA World Rally Championship will be returning to Wales in 2020.

Appealing to the purists, the UK's round of the electrifying WRC will move back to a more traditional end-of-season date and be staged from **Thursday 29 October to Sunday 1 November**. As the penultimate and final European round on a calendar that commences in Monte Carlo in late January and finishes in Japan in late November, Wales once again is certain to deliver maximum excitement as the 2020 title race reaches its thrilling finale.

We are absolutely delighted to be back in Wales next year even more so after all the hugely positive feedback we've already had to what was an incredible 2019 event,' said Hugh Chambers, CEO of Motorsport UK, organiser of Wales Rally GB. With Wales as the centre-piece, the whole rally benefited from the increased profile and fan support right from the start in Liverpool and the following spectator-friendly opening stage at Oulton Park.

Every year we challenge ourselves to make our round of the World Rally Championship even better than the previous one and, now Wales has been confirmed for 2020, we can start striving for even more exciting innovations for the WRCs return in little more than 12 months time.

Next year will be the 21st in succession that Rally GB has been staged in Wales and the 18th as Wales Rally GB with the Welsh Government as its principal funding partner.

Deputy Minister for Culture, Sport and Tourism Dafydd Elis Thomas said: It was amazing to attend some of the stages of this year's Wales Rally GB, including Llyn Brenig and the finish at Llandudno. It's a great event, taking advantage of some of the stunning locations north and mid Wales have to offer while showcasing these to a world-wide audience. We look forward to seeing the organiser's post event report and hearing the proposals for next year's event in Wales.

The announcement of Wales, continuing position on the globe-trotting WRC calendar comes after the major success of a further revitalised 2019 event which finished in Llandudno on Sunday.

The renowned Welsh seaside resort in County Conwy hosted the rally's central Service Park for the very first time and fittingly witnessed the crowning of a first time Rally GB victor as Estonian ace Ott Tanak celebrated his maiden win but only after an enthralling three-way tussle with title rivals Sebastien Ogier and Thierry Neuville.

Ensuring there was plenty for the many thousands of home fans to cheer, both Kris Meeke and Elfyn Evans were among the pace-setters throughout four memorable days.

Ulsterman Meeke set the early pace following the impressive Ceremonial Start on Liverpool's historic waterside Pier Head and finally finished in a strong fourth position, while local Welsh hero Evans charged back mightily after an early error to claim a highly creditable fifth place on what was his return to the sport after a three month lay-off through a back injury.

Other stand-out highlights included Sir Chris Hoy realising a boyhood dream when driving one of his hero Colin McRae's title-winning Subaru Imprezas (with Colin's dad Jimmy in the passenger seat) at Oulton Park, celebrations to mark the 75th Rally GB milestone, rising star Kalle Rovanperä being crowned as WRC2 Pro champion and four-time Rally GB winners Petter Solberg and Phil Mills scoring an emotional WRC2 class win on their farewell appearance.

With so much to savour, the scintillating action drew record numbers of fans into the Welsh forests and, as desired, the introduction of new stages at Oulton Park in Cheshire and Colwyn Bay on the County Conwy coast introduced the high octane WRC excitement to new audiences.

The full route for the now confirmed 2020 Wales Rally GB will be announced in the New Year.

*Radio Mutterings*

*WRGB*

*Continued from page 46*

As we watch the podium ceremonies on the big screen TV, I get to reflect on the last four days intense activities. It's been a privilege to work in Rally Control for a second year as part of Iain's team and I'm grateful to him and the whole HQ for their welcome and support. This year I got more hands on with the action and began to appreciate a little bit more from the inside the complexity and intensity of operations that bring a WRC event to life. The technology is becoming all powerful, tracking in the blink of an eye, but the plane can be grounded by the weather and needs to refuel; in car camera feeds to FIA officials is a fantastic tool, but without boots on the ground covering almost every metre and without safe access to every area, where do we go if things can't be instantly corrected? The addition of additional 'response' cars to follow the FIA Safety Delegate through the second half of the event was a useful and innovative tool, allowing the almost instant deployment of trouble shooters to assist and supplement the safety cars that must continue on and traverse the whole stage. As I sign off and head home through the frustrating A55 roadworks, I look forward to a break and then back into the action with the Neil Howard Stages at Oulton Park next month.

*Ian Davies*

*Gemini 23 / motorsport UK Radio Controller*

At the end of September I squeezed in marshalling on the JD Romain Novice Rally in North Wales. I only did the one control and that was late on in the event. There are just two things I can remember now.

1st : Rob Lloyd was navigating the Course Car. - Good to see him back out again although he didn't seem to be too keen to return to the competition front any time in the near future. 2nd: It never seemed to stop raining. . . . But it was North Wales.

Next up is Wales Rally GB. My first Stage is on Thursday evening at Oulton Park. The diagram looks like I have got a cracking location, however, I am stuck behind a tyre wall which I cant see over whilst in the car plus when it goes dark I can not see any of the car numbers. I give each of my marshals a PMR so they can report Car numbers to me. Only 2 car numbers are reported to me - good job there were no serious incidents. I spent most of my time dispensing information (gleaned from radio reports) to Spectators (even where to get the bus from !).

Friday I am at Regional Base doing input for the positive tracking system. In the Morning radio coms are terrible (weather?) and the internet connection running very slow had me cussing as I tried to keep up. In the afternoon all my problems disappeared and everything ran like clockwork.

Saturday sees me doing Positive reporting on Dyfi. Brilliant location Good view of the cars. I was joined by Mark Deamer - good crack all day but the radio comms were even worse than Thursday Morning.

Sunday I was at J2 on the Great Orme. Last month I eulogized about a Sector Marshal who was an outstanding example. On the Orme we had a Sector Marshal who was as poor as could be. He arrived, along with a bunch of his friends (including a Media Marshal) in 3 vehicles at 6:45am (one of which was a Camper Van). At this point I did not know who they were or any of their 'Jobs for the day' This bunch then went for a stroll along the Orme and returned just after 8:00am. They then cooked breakfast. Once breakfast was over (8:50) they (the Sector Marshal & the Media Marshal) then strolled (in their new shiny yellow jackets) down to organize me. I could go on and on about their lack of organization, knowledge and skills. Where do we get these people from? How do they get given these jobs?

Not impressed . . . . (the Security Guards even put up the Box Junction whilst this lot were having breakfast!)

I then had a surprise guest appear. Mr. Dave Richards turned up to spectate at my location. He hung around for 10mins or so before walking back up the road so that he could look down on things from on high. I failed to notify him of my opinion of my Sector Marshal! Not long after his departure we got the news that the Stage would be run None Competitively. Bugger Seemed to spend all day on Wednesday the 9th of October (my 73rd Birthday) answering Birthday messages with a 👍 on Facebook

Judging by the posts on Facebook - All of Clitheroe & DMC seemed to have gone to Mull, but not me. I was at Three Sisters to watch the cars going off the circuit at every opportunity. I think it was on SS1 that, not one car but two, lost either copious amounts of oil or fuel onto the circuit

## Grumpy Old Git

Still Wittering On & On & On



**Continued on Page 49**



## Grumpy Old Git Continued from Page 48

The spilt oil/fuel might not have been as big a problem as it was if it had not have been pouring down as well. Grip was a difficult commodity to find and cars were pirouetting at the slightest opportunity. Lots of sideways action for the spectators.

I was teamed up for the day with Tim Millington (currently leading both the sd34msg and the ANWCC Marshals championship and more important he is my designated Marshal on the forthcoming Farrington Trophy Road Rally). We were charged with doing the 'splits'. On SS1 & SS2 we had a lot more errant competing crews who either couldn't count or didn't read the very large split boards than I thought there would have been. On SS3 & SS4 the crews were beginning to learn simple maths (How to count to two) and the number of errant crews diminished. From SS5 to SS9 we had no customers but on SS10 we got our last one. The rain came and went all day and then 5 minutes after the final stage was run we had a 15 minute spell of bright sunshine. Tough day for everyone from Spectators to Competitors.

Next up for me was the 2300s Andy Mort Tour on Saturday the 19th. A full entry with some exotic cars taking part. I was given 2 controls and 2 Novice Marshals for my first control - Richard Pye & Amy Moorhouse. Nice to have company to chat to when I am marshalling. My novice marshals didn't have a map so I lent them my spare O/S 103, however our first control was on Map 104 so they had to follow me to the first control and then again to their control when our first control closed. I then went on to my second control on the North East side of Pendle Hill at Twiston Crossroads. The rain held off in the main (an occasional drop every now and then) and a pleasant day with no stress watching lots of nice cars go by. My particular favorite was the AC of Ian (Speedy) Harrison. Back to the finish at West Bradford Village Hall for Pie & Peas. Sustenance over and it was time for the awards. Once the awards were presented we had the pleasure of Paddy Hopkirk (my boyhood hero which only shows that Paddy is a lot older than you might think) who I can remember watching on a World of Sport program with Autotest teams from England, Northern Ireland, Scotland & Wales competing against each other. Paddy, obviously, was the outright winner. See Report (of the Tour) on Page 32 On Page 39 there is a very brief report about the Faberge Reunion. Back in May I received an email asking if I could issue an appeal to find Helen Halley in the June edition of Spotlight. (reminder of that notice on the right) Looks like someone came up with the goods and we were able to help.

The last Sunday of the Month sees me down at Wern Ddu Quarry for Warrington & DMCs Gravel PCA. For once its bright and sunny all day. Not exactly hot and sunny but certainly sunny and pleasant.

Warrington & DMC are organizing the awards do for the SD34MSG 2019 Championships Presentation. I am still taking orders for Tickets so email me at sd34news@gmail.com with your requirements (see page 17). Clubs can bring their Raffle Prizes to the next SD34MSG meeting on Wednesday the 20th of November



*Photos above courtesy of Ian Baker*



## Looking For HELEN HALLY

I am trying to find a lady called HELEN HALLY. In 1979 she was involved in the Faberge Fiesta Ford "find a lady Rally Driver". She co-drove for Julie Speechley.

This year is the 40<sup>th</sup> anniversary of said championship & a party is being organised for October.



## **Hard Questions Asked About Electric Cars**

For a while now it's seemed that those favouring a switch to electric cars could do, or say, no wrong. Now what I would call more balanced views are being expressed. Let me say again that I believe electric to be an expensive blind alley and that the real answer is hydrogen powered fuel cells.

Recently it's been revealed that the testing methods used to provide official figures on the actual range electric cars are flawed and exaggerate range by up to a third. Vehicles are tested in a temperature maintained at 23C which just happens to be the temperature at which lithium ion batteries perform at their maximum. It certainly isn't the normal temperature in Cumbria though! Tests are also carried out with heating and air conditioning systems switched off, no lights, no wipers, no music system or navigation. As an example the Nissan Leaf has an official range of 168 miles, real range is said to be around 125 miles. Less of course if it's being driven in dark, wet, cold conditions.

A Swedish study has concluded that because of the CO2 emissions resulting from the production of Lithium Ion batteries electric cars are in fact more polluting than petrol over their whole life.

One of the interesting things about the development of electric cars is that companies with no car manufacturing history have been attracted into the market. First was Tesla of course, but both Apple and Google are also involved. And of course in the UK Sir James Dyson committed £1 Billion to the development of an electric car to be built in Singapore close to the world's largest electric car market in China. Over 500 engineers were recruited and Dyson proudly announced they'd developed a "fantastic car". Then harsh realities dawned and this week brought the bad news he's closed the programme saying he "can no longer see a way to make it commercially viable". As a GM boss said when discussing Tesla said "These guys are very good at inventing things. But making cars in big volumes at low cost with high quality is the hard bit. We've been doing it for 100 years now and we've got to be quite good at it".

China as above is the world's largest market for electric cars, but perhaps not for long. The Chinese Government recently announced that it was switching subsidies from electric to hydrogen powered cars with a target of a million of these on Chinese roads within 10 years. The Japanese Government is taking similar action with a target only slightly lower in the same time frame. Meanwhile Hyundai have announced a partnership to build a green hydrogen ecosystem complete with refuelling infrastructure across Europe, and at the same time revealed a new full size hydrogen fuel cell powered truck with a fully loaded range of about 250 miles.

New UK tax rules covering charges to company car drivers will give a further push to electric and hydrogen cars. These will be a big part of the fleet industry switching from petrol and diesel, what they switch to remains to be seen.

## **Successful London Trial for Driverless Cars**

Early this month a fleet of driverless cars completed a week long demonstration around the private roads of the London Olympic Park. The cars used were hybrid Ford Mondeos and although in each car there was a driver ready to take over if required, it's reported that with up to 20 cars in use for a week this was never needed. Impressive indeed and tangible proof of the progress being made.

Now there are fears the arrival of driverless cars might not bring universal benefits. It's being suggested that they could become so cheap to operate that this would encourage people to use them more and avoid public transport. One proposal to avoid the possible environmental consequences is that all driverless cars should be zero emissions and that car sharing be encouraged if not made compulsory.

In addition it's clear that driverless technology is far from perfect yet. A software upgrade now allows Tesla owners to "summon" their cars from 200 feet away using their smartphones. However videos posted on social media by these owners show that things just aren't always working right yet. Cars are shown mounting kerbs, almost colliding with other parked vehicles, driving away from their owners rather than towards them, and causing other drivers to make emergency stops.

## **UK Road Deaths Not Reducing**

Final figures for 2018 UK road casualties have now been released showing a very marginal reduction in deaths against 2017. In total last year 1784 people died on UK roads, 44% were car occupants, 26% were pedestrians, 20% were motor cyclists, and 6% were cyclists. Most disappointing of all over a quarter of those who died in cars weren't wearing a seat belt. This has brought calls for more severe penalties to be imposed on people caught not belting up, I'd have thought the penalties were crystal clear? Between 2010 and 2014 speed was a factor in an average of 24% of road deaths, last year this was down to 18% so some progress there.

Concern has been raised that there was a rise of over 5% in the number of older people (60+) killed. This has resulted in calls for "refresher training" being made compulsory for older drivers and riders and perhaps even retesting.

*Continued on Page 51*



## **September New Car Sales Disappoint**

On the face of it the fact that UK new car sales (registrations!) in September for the new 69 plate were 1.3% up on last year might seem good news. However last year a lot of registrations were moved out of September into August because the cars didn't comply with the new emissions and fuel consumption reporting regulations which came into force on September 1<sup>st</sup>. So in fact not a good result. Pure electric cars more than trebled their sales for the month and are well over double for the year. However these are still tiny numbers, 11300 for the year representing only 1.3% of sales and balanced by a big reduction in the sale of hybrids now the Government subsidy has been reduced.

Diesel sales continue to decline now accounting for just over 25% of the total for the year against almost 32% last year, but I do think diesel demand has steadied at just over 20% of the total and should remain there until and unless sales of electric and hydrogen cars really take off.

Looking just at figures for the year so far due to the August/September distortion not many significant manufacturers have a lot to smile about. Citroen are 2.5% up on last year but their DS brand wipes that out by selling 38% less than 2018. MG are almost 40% but tiny numbers. The only volume manufacturer to get a really good result was Volvo 18% up year on year. Ones hurting are Subaru -23%, Honda -18%, Fiat -15%, Mitsubishi -14%, Nissan -12% and Ford and Audi both -9%.

Of course all the above numbers are registrations not sales, and there is evidence of a very high level of pre registrations in September. This has had a downward effect on the values of other cars under 12 month old which are principally ex rental and ex dealer and manufacturer demonstrator vehicles. Retail prices for cars from pre registered to 12 months/12000 miles old are 7% less than they were this time last year. Petrol cars of this age were selling on average for 24% less than new retail price last October, now it's 38% off new retail!

## **Citroen UK Boss Makes Dealer Problems Clear.**

In a frank interview Citroen's UK MD Karl Howkins has made the problems his dealers face clear. The average UK Citroen dealer makes a profit of only 0.1% of turnover, so breakeven effectively. Almost half the dealers are currently losing money. Mr Howkins admits that to make a profit in their existing properties they must take an additional franchises. And even then he expects a gradual reduction in the number of UK Citroen dealers.

For what it's worth I think he's completely correct, and what he says applies to almost every other franchise as well. I continue to be amazed when I see dealerships announcing new multi million pound property developments. Of course they're only doing it because the manufacturers they represent are forcing them to, which given that those manufacturers would off the record agree with Mr Howkins is shocking.

## **Formula 1 Can Be Cheap, Or At Least Value**

Figures recently show that last year Mercedes once they had accounted for income received from the FIA, sponsors, and other teams that use their engines actually spent less than £40M on Formula 1 last year. It's estimated that they achieved TV coverage with "Advertising Value Equivalence" of \$3.7 BILLION! Sounds a good deal to me?

## **VW Chiefs In The Dock, Renault Chief Shown The Door**

The two most powerful VW bosses have been charged with manipulating stock markets by failing to inform shareholders of the full cost of the "dieselgate" emissions scandal until months after they became aware of it. VW Chief Executive Herbert Diess and Chairman Dieter Patsch are accused of being fully aware of the costs VW were facing in May of 2015 and keeping the information from shareholders until late September. Martin Winterkorn who was Chief Executive before being forced to resign because of the scandal is also is also accused. Under the German system the Court has to decide whether to try the case or not, a decision is expected in a few weeks.

Meanwhile in Paris Renault's Chief Executive has been fired by his Chairman. His crime was to be thought to be too close to the former overall boss of Renault/Nissan Carlos Ghosn, who still face corruption charges in Japan.

## **Tesla Ups Production and Sales**

In the first 6 months of this year Tesla made 164000 cars so only just over 80% of its target of 400,000 cars a year. Quarter 3 production figures have just been announced with an improvement to just over 96000 cars in the quarter with deliveries of 97000. Tesla are conservative in counting deliveries only reporting a car as delivered when it has been handed over to the customer, all paperwork completed and payment received. Many other manufacturers report vehicles as delivered when they leave the factory whether they are sold or not.

Now the world is waiting for Tesla's quarterly financial results due to be revealed on October 23<sup>rd</sup>. In the first half year they lost almost \$1 Billion so stock markets are looking for a big improvement. Tesla are finding making 100,000 cars a quarter difficult, making money even harder.

## **Lots Of New Jaguars Coming, And A Turnaround Plan**

For many years now Jaguar Land Rover have concentrated on the LR bit of JLR. Next year however the cat gets its turn with five new or facelifted models on the way. First should be a new F Type sports car, restyled and reworked to take a new (to Jaguar) V8 petrol engine the BMW 4.4 unit. F Pace and E Pace SUVs both receive facelifts, more major for the e Pace which will see it switch to the new PTA platform used by the Discovery sport. This will enable amongst other things the introduction of a plug in hybrid model.

XF will also get a facelift but the really big news is the launch of a totally new XJ flagship saloon. And promises are this will be VERY new. First it will be pure electric, no hybrid or internal combustion power available. Jaguar promise it will be "totally unique, unlike any other manufacturer's products".

JLR have set out their plans to recover from last year's staggering £3.6 Billion loss. A lot of this was asset write downs so not cash thankfully, but enough was real money to cause a major rethink. Until 2018 JLR had enjoyed almost 10 years of volume growth going from under 200,000 cars in 2009 to over 600,000 in 2017 with record profits of over £2 Billion in 2015. Falling sales in China and reliance on diesel when demand for those dropped dramatically were the main causes.

The Chinese problem was loss of market share rather than a falling market. In 2018 BMW, Mercedes, and Audi sold more cars in China than in 2017, JLR sold 22% LESS. There are major quality issues with JLR not meeting the requirements of Chinese buyers and dealers in revolt as a result. There are persistent rumours that many thousand of cars are being stored at UK airfields that were intended to go to China. JLR say they have addressed all the quality concerns but have also taken a decision to cease aggressive discounting in china so accept selling less cars but at a profit not a loss. One senses that if there is still anyone at Jaguar who remembers (unlikely) they must recall fondly the days when United States customers queued to buy Jaguars at premium prices even though the quality then was frankly awful by current standards.

## **Jaguar Launch 5, Maserati Launch 10!**

If you think Jaguar launching 5 new or heavily revised model next year was impressive (if overdue), Maserati recently announced they have 10 new cars coming, although it will take 4 years before we see them all.

Last year Maserati sold less than 40,000 cars. Although the company hasn't declared the volume targets for the new models it has to be a lot lot more. Parent Fiat Chrysler is investing £4.4 BILLION in the latest turnaround plan. You have to sell a LOT of cars to recover that sort of money.

First to come is a heavily revised Ghibli saloon which will offer a plug in hybrid version for the first time, and level 2 autonomous driving capability with level 3 "hands off" features to follow "quickly". The larger Quattroporte saloon and Levante SUV also see heavily revised versions launched next year expected to have similar features and pure electric plus hybrid options.

Then (late 2020 or early 2021) we get a brand new sports car rumoured to be called Alfieri after one of the brand's founders. This will be pure electric, 4WD with 3 electric motors providing 50% more power than equivalent petrol engines.

2021 also sees Maserati launch another SUV model smaller than the Levante and intended to rival the Porsche Macan. No doubt hybrids if not full electrics will be offered. 2021 will bring a convertible version of the new sports cars as well.

*Continued on Page 53*



As if that isn't all enough in 2022 Maserati plan to launch new versions of the 2+2 GranTurismo and Gran Cabrio models with electric and hybrid options, and finally in 2023 an all new Levante large SUV with similar power options.

Sounds a fantastic programme, certainly some task. Many observers are taking a cynical view recalling that in 2015 Alfa Romeo announced a similar plan again of course backed by vast investment from Fiat Chrysler. Four years on we've seen two new Alfas, not ten?

## Aston Martin SUV To Use Mercedes Power

Whilst Jaguar turn to BMW engines Aston have announced they will be using the Mercedes 4.0 litre twin turbo V8 in their DBX SUV. They already use this engine in the DB11 and Vantage models so no surprise. A plug in hybrid version of the DBX will follow but no timing has been given yet. I think it will be a while because AM remain desperately short of cash and the vital thing is to get DBXs out of the factory into the hands of customers and put some money in the bank ASAP.



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# MY ROUTE TO WINNING THE 2019 BRITISH SPRINT CHAMPIONSHIP

*John Graham  
Longton & DMC and Liverpool MC*

Never look back always look forward ... but I have fond memories of joining Longton and Liverpool motor clubs in the same year (still a member of both and hopefully for some time to come – they are both great clubs).

I started sprinting and hill climbing in a Lotus Elan S4 which was fantastic fun, progressing to a Lotus 2 Eleven, again equally enjoyable to drive but much quicker and starting to satisfy my thirst for speed. During the 2010 BSC event at Anglesey I noticed a Dallara for sale, it was again there at the October event, I viewed it while trying desperately not to look that bothered really!!!

Spending an evening discussing a lot about single seater cars AND transporters, AND tow cars over good food and wine with Debbie, John and Lin Moxham the route was planned, having already decided against bike-engined cars as they are just not my bag! The deal was eventually done and the car appeared at the factory at Padiham late November, only to be driven round the trading estate that evening. I remember John Moxham having a large smile on his face when I got out of the car!

John agreed to share drive the Dallara F397 in 2011, primarily to have a season of fun and give support running the car. At the Anglesey BSC Meeting (entered in Nat B) a resounding result gave me a sixth overall. Four weeks later at a very, very, very soggy Elvington I gained my first FTD! September saw the first of many FTDs at Aintree and other venues including Three Sisters.

In 2012 John went back to driving his beloved Pug and I decided to enter the British Sprint Championship, achieving the Foundation cup in my first season despite hankering for a V8 all year.

I had a brief flurry in 2013 with a GR37 in a swap deal for the Dallara, which was short lived, and I switched back to the Dallara, finishing seventh overall. After scanning the internet all year for a V8 eventually a Gould GR55B came up for sale, I didn't waste any time going to see it, completing the arrangement at the end of the year but not actually getting it until May 2014, as I had to wait for an engine refresh to be completed. Continued .....

That season I finished seventh overall – but it was a huge learning curve on car set up, let alone driving the thing! I drove it for the first time at Bruntingthorpe testing ground on the way to Snetterton, competing there and driving it for the first time in anger (WOW). During the year I realised there was more than sitting in it driving - I wore the floor away during the first four events and realised pretty quickly the gearing was way out, being an ex-hillclimb car.

Keen to keep everything Northern and after a fruitful meeting with Ian Rowland @ 6R4.com I saw them come onboard to oversee, prepare and develop the car from 2015 (V8 2800cc 590 bhp to V8 3500 680bhp with huge torque). It's been a great relationship and I've learned a lot and Ian has certainly improved my driving! In 2016, 2017 and 2018 I came third in the Championship.

2019 has been a very interesting year with highs and lows, from winning the first two Anglesey rounds to finishing ninth and tenth at Blyton. We realised that some of the changes made to the car hadn't worked so we sat down at Pembrey and reset the car over the weekend, fortunately back to where it should be.

Five Top Twelve wins and four second places followed which saw the rewards culminating in the BSC championship at the final run of the season, again at the Longton DMC's Anglesey October event. Many thanks to all involved ... they hopefully know who they are!!



*John started competing in the Gould in 2014 and soon realised the challenge of setting up and driving the complex single-seater which now boasts 680bhp.*

*A partnership with car preparation expert Ian Rowland brought many performance improvements.*

***John Graham : Longton & DMC and Liverpool MC***



# September Sprint & Hillclimbing

## With Nigel Fox

October already and the final events of the season at Anglesey and Curborough are over now.

First was the Longton weekend at Anglesey, which is always one of my favourite events of the year. I had entered my Formula Ford. Geoff Ward had entered but chickened out and withdrew. In the absence of any Formula Fords, I decided to change my entry and dust off the trusty Caterham Seven, which had not been used so far this year.

The Caterham was originally built in 1986 with a Ford crossflow engine. It now sports a 2litre, 250bhp Raceline engine with an Emerald ECU and Jenvey throttle bodies, driving through a BGH type 9 gearbox and an Escort axle with a 4.44 TranX LSD.

The Saturday event used the shorter national circuit and on Sunday, one lap of the fantastic international circuit. I had entered class 2B which is for road-going space-framed and kit cars. As it was a one-off event, I used an old set of tyres which were well past their best.

The weather remained cool and dry although rain constantly threatened. After one practice and four timed runs, I finished second in class just over a second behind Howard Gaskin's Westfield. We were still a couple of seconds off the class record time which I still hold.

After not driving the Caterham for a year, its ferocious acceleration was quite a surprise while the braking was something of a disappointment.

No sooner had I got the car into the trailer than the heavens opened and treated us to heavy rain that lasted well into the night. Fortunately, Sunday dawned dry and the bright breezy day rapidly dried out the track.

After 4 timed runs I was leading the class by 0.04 of a second. I couldn't improve on the final run and was once again pipped by Howard Gaskin. Again, we were about 3 seconds outside my class record.

The Longton and District also played host to the British Sprint Championship contenders at this event. Competitors in this drive mainly big single seaters and have a reputation for taking a lot of time up. However, such is the power of the Longton organisation commanded on the day by David Taylor, and the communication between organisers and competitors, the BSC event was run quickly and smoothly without impact on the rest of proceedings.

Congratulations to 2019 British Sprint Champion John Graham from Windermere, who sealed his championship victory at Anglesey driving his fearsome three and a half litre Gould.

Final weekend of the year was the Hill Climb and Sprint Association double header at Curborough, which is on an old airfield near Lichfield in Staffordshire.

Back to the Van Diemen Formula Ford for this. As I hadn't driven the Formula Ford here before I took a guess and fitted the gear ratios that I use at Three Sisters. There was an entry of twelve Formula Fords each day in my class which certainly makes a change.

On Saturday I suffered quite a bad misfire in practice which I managed to cure with some new spark plugs. In cool but dry conditions I managed fifth place on the double lap course.

On Sunday after very heavy overnight rain the track dried out slowly. The figure of eight course was used and lots of people enjoyed grassy excursions in the slippery conditions. I managed to stay on the track and once again finished in fifth place.

After the overnight rain my paddock parking place was less grass and more swamp. It took most of the people in the paddock to push my van and trailer back to dry land!

So that's it for the season's on track action. Next month I'll review the season, the championships I entered and look at my plans for next year.

***Nigel Fox : Clitheroe & DMC***

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Did you ever wonder why there are no dead penguins on the ice in Antarctica ?

Where do they go?

Wonder no more !!!

It is a known fact that the penguin is a very ritualistic bird which lives an extremely ordered and complex life. The penguin is very committed to its family and will mate for life, as well as maintain a form of compassionate contact with its offspring throughout its life.

If a penguin is found dead on the ice surface, other members of the family and social circle have been known to dig holes in the ice, using their vestigial wings and beaks, until the hole is deep enough for the dead bird to be rolled into, and buried.

The male penguins then gather in a circle around the fresh grave and sing:

"Freeze a jolly good fellow."      "Freeze a jolly good fellow."



# PRESCOTT IS AGAIN AN AUTUMN CLASSIC

*Keith Thomas*

The last big event at Prescott, that picturesque motorsport venue in the Cotswolds, certainly lived up to its name “The Autumn Classic,” There isn’t an event in the country that attracts a more varied selection of cars. Participants on that weekend can compete in a speed hill climb, a non- competitive parade, show their vehicle in a demo run or display their various slants on automobile beauty in the classic show area. Motor clubs as well as individuals are encouraged to exhibit their cars and a great many do so, there is something for everyone to see and do.

Someone dreamed up the format just over ten years ago, since then it has gone from strength to strength, the speed hill climb is vastly over-subscribed with prospective entrants but choosing who can run and who gets a rejection must be a nightmare task.

It is a wonderful track to drive with lots of challenging corners, the facilities are superb and with a variety of entertainment of all descriptions going on over the weekend it attracts many people even those whose veins don’t constantly flow with petrol.

Cars varied from some basic and quite honestly frighteningly simple machines to the most exquisite Bugatti’s where every single component is a work of art. Hot Rods with enormous amounts of chrome and even more enormous horsepower, historic racing cars abound, these included the ex F1 McLaren of David Coulthard though this was a static exhibit as it takes an army of people to actually fire one up initially needing all kinds of equipment connected up to prime oil and other systems. They say a photo is worth a thousand words so I’ll save a thousand words here and post some photos.

This year Graeme Forrester and I were sole Cumbrian representatives as far as I’m aware, Graeme in his familiar red and white MGB looking for all the world like the “works” cars from the BMC teams of the 1960s/70s competing in the sports car class. Other similar liveried cars in the Big Healey class looked like the ones Timo Makinen and Pat Moss used to drive when I watched with envy on the RAC Rallies in the 1960s.

There is so much to see and do at this event, I chose to spectate on the Saturday and compete on Sunday in my usual supercharged Buckler MK5 but Graeme competed on both days.

I was competing in the Flathead class against the many Al-lards and American engine V8 cars although three other Bucklers were also competing. “Flatheads” has nothing to do with the shape of our personal heads sitting on our shoulders but refers to the cylinder heads on our cars, they are “flat heads” because there are no valves in the cylinder heads at all just basically a flat chunk of metal bolted to the top of the cylinder block, the valves are in the engine block these being known as sidevalve engines of course.



*Continued on Page 57*



## **Prescott Autumn Classic** **Continued from Page 56**

Probably very inefficient but typical of many older cars where the valves are in the cylinder block, very popular in the 1930s/40s which is the period my car's mechanical components were manufactured, coming originally from what was commonly known as a "sit up and beg" Ford Pop.

After signing on and attending the competitors briefing at 8.15 cars begin their practise runs up the hill at 8.30 provided they had been passed by the scrutineers who come around the paddock just as they do in most events.

After checking my helmet last year at this event my scrutineer handed it back to me and said "that one goes out of compliance at 31st December so you need a new one for 2019". That was the first I had ever heard of it as my helmet wasn't that old and was bought brand new from the manufacturer's internet company, at the time it was good value but had evidently been old stock. It was indeed out of compliance but at least I had a whole six months over the winter to get a replacement. Having failed this simple task to get a new one over the winter and just a couple of days before my first event of 2019 it resulted in many phone calls and me rushing about the county before obtaining a suitable one, be warned don't leave it until the last minute.

Scrutineers are very experienced people, these same guys officiate at all the major events in the country but are very helpful people nevertheless, they know all the rules and regulations but are not there to prevent anyone having fun and driving to the limit of their ability, they just try to ensure we are as safe as is reasonably possible whilst doing it. However at Prescott they have the facility of an inspection pit should they deem it necessary situated directly in front of scrutineers own hut, it must be very intimidating if your car arouses suspicion as to its track worthiness and has to be subject to an inspection such as this.

Another Buckler guy the grandson of my cars designer and builder no less obviously hadn't been told by his scrutineer his helmet would be out of date for 2019 so when his was rejected by the scrutineer mild panic set in, no helmet, no drive, £125 entry fee plus cost of B & B plus travel expense, it all adds up doesn't it?

To see if he could be allowed to run in a different batch of cars so that he could borrow my helmet I accompanied my friend Simon Ambrose to the paddock office where the people are so helpful. "Come with me" a lovely lady called Fiona Rogers said and took him off to a back office, mmm I wonder what's going on in there I thought to myself! After a few minutes all was revealed, ahh perhaps better phraseology would be more accurate if I say all became clear. Simon re appeared clutching a helmet, he had been loaned one from the race driving school that is based at Prescott; that's exactly typical of the helpfulness of the whole team of organisers, officials and marshals, they are a wonderful bunch always trying their very best to make everyone's event a pleasurable one.



**Continued on Page 58**



## **Prescott Autumn Classic** **Continued from Page 57**

Very heavy rain through the night made conditions tricky to say the least, this has been the same at every event I've competed in this year but fortunately at Prescott it stopped raining before the runs started which was a big relief to us in open cars because you are generally not allowed to wear any waterproof clothing on top of your fireproof race suit.

Prescott luckily was having dry weather because much of the country wasn't, and on Sunday it was glorious, sitting in the warm sunshine in the lovely paddock among the fruit trees we were being entertained by various artistes, singers and musicians and many people jiving to live bands it was really great to see.

Graeme put up some impressive times in his quick MGB, I was quite pleased with my times although I was trying out some much wider and larger diameter tyres than normal to alter the rear axle ratio slightly. Using different aspect tyres alters the rolling radius so it's finding the right balance for each hill for the best compromise possible. Only having a 3 speed gearbox even a close ratio one means my car has big variations between the gear ratios, it is either on the rev limiter for much of the time in a lower gear or it's not on the cam if I change up to the next gear so one has to strike a balance between the two. I fitted a rev limiter about 7 years ago and set it to 6,000RPM because the engine isn't balanced and it means I don't have to watch the rev counter at all but hopefully the engine stays in one piece, up to now it's been great and hopefully will stay that way.

There are ways to fit a four-speed gearbox but I like to keep the car as it was built in 1953 so quite happy to put up with the disadvantages.

Once again it was a brilliant event, but I have to say being a member of the Bugatti Owners Club gives you so many worthwhile privileges it's worth considering taken against the cost of a year's motorsport. For instance, it allowed us to park our road car in the natural bowl overlooking "Ettories" the most interesting part of the course which is a great advantage with all our belongings, food and clothing near to hand. The public car park is quite a distance away but parking near Ettories it's possible to picnic or shelter in the car whilst still watching the event. Free entry to all Bugatti Owners Club promoted events is another perk with the entry fee £20 per person on the day or £15 if bought online prior to the event being a member has big cost savings. Owning a Bugatti is not a requirement fortunately for joining the club but it's well worth the £100 or so joint membership even if we are too far away to take part in most of the other social events organised. These include picnics in the orchard, visits to interesting places, breakfast clubs, noggins and natters, tours around Britain and even continental ones are organised taking in places of interest. The regular club magazines are top quality with lots of interesting articles written as one can imagine by many of the top people in the motor-sport world, much better value of course if you live near the Cotswolds.

I won't bore you with individual details, times etc but do look at the photos they describe the event far better than I can, it's well worth considering putting in your diary for a visit next year.



**Keith Thomas.**



# Light it up Stanley !

*Keith Thomas*

One very interesting vintage car looked really magnificent although when I first saw someone pop a lighted blow torch under the front of the car it looked very disturbing. It turned out to be a Stanley steam car and its owner was putting light to a mixture of petrol and diesel twenty minutes before he planned to drive up the hill so was preparing to get up steam.

I mentioned to the owner that my mate Alan Smith who helped me build my Buckler had a small factory at Maryport making special type piston rings for steam and vintage engines and many people regard them as the most superior product its possible to buy for this application. I said they call Alans rings Clupet's piston rings to which he remarked "they are the best and that's exactly why this car is fitted with them" a great recommendation for Alans workmanship, well done Alan you should be very proud.

After the Prescott event was completed and in the dry which was a big relief, we had just finished loading the car onto the trailer when it started to rain just as we pulled away for the 250-mile journey back to Cumbria.

The further north we drove the weather got progressively worse eventually conditions were horrendous, visibility was really poor, wind and rain buffeted our V70 Volvo estate, so I just sat tucked in behind a big articulated truck at a safe distance.

Coming up the motorway according to the illuminated overhead signage the M6 was to be closed between junctions 34 & 35 so not too onerous or a cause for significant delay on our homeward journey. Arriving at junction 34 I was happy to let the artic be the pathfinder as the M6 is the link between Scotland and southern England so letting him find the way through the diversion via Carnforth etc appeared to be a great idea of mine.

When we turned off at junction 34 there were dozens of signs and hundreds of cones, loads of floodlights all signalling the end of the motorway and the way onto the diversion.

My sat nav started screaming at me of course to turn around to retrace my route back to junction 34 but I ignored it of course. Thinking that my wife who years ago was my rally navigator and I have to say a really good one too was fast asleep sitting beside me I was quite content listening to the radio, munching my way through most of a packet of jelly babies and following the tail lights of the artic.

Eventually I thought to myself it was a bit of a torturous diversion just to miss out one section of motorway assuming we that we would just run up the parallel A6 that was the main road before the M6 was built but still a decent road. Obviously, the powers that be had decided for some reason a more involved diversion route was essential.

Imagine my surprise when after quite a period of time the streetlights were suddenly very bright indeed, I really took notice at this point of the surroundings and looked at the various signs that had suddenly appeared. I thought something was amiss when one sign said "Freight" and another said "Cars." At that point I realised I was almost ready to board a ferry to Ireland, I was on Heysham Docks.

The M6 is of course the main north to south route up the west side of the country but also to Ireland but to go to Ireland it means travelling due west from junction 34 on the M6

At this point my wife isn't asleep of course but is now asking where we are as our arrival time showing on sat nav isn't just before midnight but is now showing 1.10am! My mistake especially as Carol wasn't really asleep "just resting her eyes" she tells me, I should just have asked her to give me directions !

At this point I had to explain the diversion was rather a long one in fact a very long one but the moral of the story is don't follow the truck in front unless you know where its destination is.

Another memorable weekend and an enjoyable one.



*Keith Thomas*



# Great opportunity to marshal and spectate on Vintage & Sports Car Club Trial

*Keith Thomas.*

The Vintage & Sports Car Club are as most people know are the club that promotes all forms of motorsport for old cars and particularly racing and trials. One of their premier trials takes part in the lake district using the local forests of Setmurthy, Wythop, Whinnlatter & Hobcarton, they also use private woodland near Buttermere and a section that starts at the top of Honister Pass at the slate mine.

The Lakeland Trial was started by locals over 50 years ago and is still going strong today it's always oversubscribed for the 100 entries they are allowed to accept.

David Rushton who many of you know from Cocker-mouth, races a V8 Morgan, was recently racing a vintage Bentley at Goodwood Revival, takes his own lovely vintage Bentley to many local shows as well as driving it abroad is the clerk of course for Lakeland Trial is on Saturday 9<sup>th</sup> November, David is keen to involve more local people to enjoy the spectacle of vintage cars bouncing and climbing their way up steep muddy and rock strewn hills in the local area.

The best way to be involved is to volunteer to marshal because that way you will be allowed to drive your car into the forest to the sections in the forests as only signed on marshals are allowed access with their cars.

Lots of the various local motor club members have marshalled for many years, Edwin and Richard Cook for instance are probably two most of you will know, Ron Palmer, Dave Agnew, Willie Jarman, Angela Jones are others. Will Sherwen and Malcolm Fotheringham are doing recovery with their 4x4s, Bill Kirkpatrick the garage owner from Brigham has been involved for many years too so why not get in touch and volunteer to marshal I'm sure you will really enjoy it.

Best way is to contact VSCC office direct by e mailing Andrew Tarring Andrew Tarring [andrew.tarring@vsccl.co.uk](mailto:andrew.tarring@vsccl.co.uk) or ring Andrew on Tel 01608 644777 ext 4

Alternatively if you wish to contact one of us locals contact David Rushton [derdar@talktalk.net](mailto:derdar@talktalk.net) Tel 07709281289 or 01900 824831 Tel/Fax/ Ans

or myself we will pass your details on. Keith Thomas ([kandca.thomas@branthwaitemill.com](mailto:kandca.thomas@branthwaitemill.com)) 01900 603073 or 07778 659 338

We hope you will take this opportunity to have a great day but help to keep local motorsport thriving as well by marshalling and keeping local motor clubs working together for the benefit of us all.

*Keith Thomas.*





## THE SOLWAY CLASSIC RALLY HALL HITS THE HOME STRAIGHT

The diminutive Riley Elf of Tom Hall/ Andrew Fish took a last gap victory on a rain soaked Wigton Motor Club run Solway classic Rally, coming through, in horse racing terms, in the "Home Straight" to snatch first place from day long rally leaders Noel Cochrane / Olly McCollum ( Austin Healey Sprite ) when the Irish crew picked up a rare wrong test penalty on the penultimate test to drop to Third place behind Hall/ Fish with the well driven MG Midget of Joan and Marion Sloan taking second spot on the the podium.

An excellent entry assembled for this NESCR0 Challenge and Pro Tyre Rally Awards event which, this year, was based back at the White Heather Hotel situated on Kirkbride Airfield which hosted the event's opening two tests. These saw Cochrane / McCollum immediately set the pace, their nearest challengers being Dave Short / Roy Heath ( Ford Escort MK2 ) making a very welcome return to the series after Short's prolonged bout of ill health. Already in trouble was the irrepressible Jim Hendry whose TR3 was suffering from a broken exhaust pipe, although it didn't seem to slow the hard charging 76 year old one little bit.

A long run down the A 596 took crews to a test on the outskirts of Maryport, the organisers had cunningly placed some route checks on this road section, something which earned Alex Willan/ Glenn Fothergill ( BMW 316 ) an extra penalty points. The Maryport test was wet and muddy and Short and the Sloans share the quickest time. The rally then headed for the massive former Alcan site on the outskirts of Workington for no fewer than 5 tests. The first one gave crews a bit of a puzzle as the test diagram was handed out as they left the start line, it didn't slow Cochrane/ McCollum, joint quickest with Short/ Heath but several navigators took a while to get it right and times varied tremendously throughout the field with both David Garstang / Matt Alexander (Fiesta MK1 ) and Hendry/ Wyatt picking up a maximum. Cochrane / McCollum reeled off a string of quickest times as the tests wended their way round the various empty buildings on the former smelting site and the rain beat down ever harder just to make life even more difficult for the crews.

The morning's action finished with the familiar test at Stampers where Hall/ Fish and Short/ Heath were joint quickest and then the field headed to the Energus College for a very welcome lunch break and a respite from the appalling weather. Cochrane/ McCollum arrived with a handsome lead, half a minute up on Hall/ Fish with John & Marian Sloan just 5 seconds behind the Riley Elf crew. There were quite a few drivers peering under their bonnets, the wet conditions taking their toll, cans of WD40 were much in evidence while David Agnew / Ron palmer investigated a persistent misfire on their Porsche 911 which was traced to a faulty ignition switch.

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## Inside the Industry

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The afternoon's hostilities commenced with attest in the Ener-gus car park and Cochrane/ McCollum carried on where they had left off, setting another quickest time despite the car park rapidly submerging under the ever incessant rain. It was back to Alcan for another series of tests, this time without any handouts for which the majority of navigators were truly grateful.

Cochrane/ McCollum were quickest on the first one, then shared fastest with Hall / Fish and the well driven BMW of Wil-lan/ Fothergill . A return to Stampers saw Willan/ Fothergill joint quickest with Garstang/ Alexander while Agnew/ Palmer were delayed when a stone jammed in a brake caliper and the Stans-field/ Harwood Triumph TR3 struggled out of the test with a col-lapsed wheel.

All that remained was the run back to Kirkbride for the final tests but there was late drama when Cochrane/ McCollum went the wrong side of a bollard and picked up a maximum penalty, in-curring a massive 2 minute penalty. They clawed back time on the final two tests but were never going to overcome a penalty of that magnitude so Hall/ Fish came home to a rather unex-pected victory at the end of a very tough day for both competi-tors and officials, the organising Wigton Motor Club deserving great credit for keeping things moving despite the atrocious weather conditions.

### Ed Graham : Hexham & DMC

#### Results :-

1. Tom Hall / Andrew Fish	Riley Elf	976
2. John & Maria Sloan	MG Midget	987
3. Noel Cochrane / Olly McCollum	Austin Healey Sprite	991
4. Dave Short / Roy Heath	Ford Escort MK2	1006
5. Alex Willan / Glenn Fothergill	BMW 316	1042
6. David Garstang / Matt Alexander	Ford Fiesta MK1	1052
7. Malcolm Mackay / Mark Crack	Mini Clubman	1058
8. Brian Bradley / Michael Markland	VW Golf MK1	1085
9. David Marsden / Mike Garstang	Ford Escort MK1	1132
10. Mike Cook / Ross Blyth	Austin Healey Sprite	1145

#### Class Winners :

- H1 Hall / Fish,
- F1 Cochrane / McCollum,
- F2 Hendry / Wyatt (Triumph TR3 )
- C2 Short / Heath,
- D2 Willan / Fothergill,
- P1 John & Marian Sloan,
- P2 Marsden/Garstang.

*Photos Courtesy of Tony North*







# NESCRO



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

## 2019 Challenge Positions

**Following the Solway Classic & Targa**

Only showing the Top 10

# 2019 Calendar

**10<sup>th</sup> November**

**Saltire**

### NESCRO 2019 Historic Driver's Challenge

Pos	Driver	pts
1	David Marsden	475.2
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	Graeme Cornthwaite	233.6
9	John Ruddock	203.8
10	Pete Tyson	192.3

### NESCRO 2019 Targa Driver's Challenge

Pos	Driver	pts
1	Simon Jennings	672.8
2	Phillip Hodgson	581.0
3	Chris Dodds	567.3
4	Jack Morton	447.0
5	Geoff Bateman	439.0
6	John-Paul Foran	411.4
7	Chris Hunter	406.5
8	Kevin Savage	369.1
9	Robert Short	313.6
10	Jack Palmer	299.6

### NESCRO 2019 Historic Navigators Challenge

Pos	Navigator	pts
1	Michael Garstang	453.3
2	Michael Marsland	441.7
3	Mathew Alexander	391.3
4	Marian Sloan	347.0
5	Marc Crack	286.6
6	Lynsey Procter	200.3
7	Neil Harrison	192.3
8	Kevin Carruthers	182.9
9	Roy Heath	170.3
10	Courtney Raylor	168.1

### NESCRO 2019 Targa Navigators Challenge

Pos	Navigator	pts
1	Ian Giles	581.0
2	Clive White	508.8
3	Maggy Bateman	439.0
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	Ellie Palmer	299.6



**Solway Classic & Targa**  
Photos Courtesy of Tony North





Stockton & District Motor Club

# The Stocktonian

## Targa Rally

Saturday 14th September 2019

After several attempts at getting the event up and running after losing the use of Catterick Ranges, the organisers secured the use of Hamsterley Forest in County Durham for 2019.

A very compact rally consisting of ten tests totalling just under 25 miles of competition was on offer to the 48 crews who made the start. Due to PR reasons the event had a late start of 2pm. A last minute reroute meant the classic roads used many times on the SG Petch Tour of Hamsterley Forest Stage Rally at Sharnberry was lost and a hasty reroute took place two weeks before the event which was a shame but there was no loss of competitive mileage.

Two loops of four tests (Repeated) followed by two alternative tests some with unused roads was the order of the day.

The entry list was top quality with a host of highly competitive crews taking part including Messers Beecroft and Millington in their Escort. They were seeded car 8. Ahead of them at 1 was Andy Beaumont and Tom Hutchings in their Sunbeam Rapier H120, at 2 was Steve Retchless and Sasha Herriot in their immaculately prepared Escort. A good mix of cars had been entered including Proton Satrias, MX5's, both classic and modern Minis along with Phil Griffiths running in 2wd in his Land Rover 88. Dave Ruddock and Kevin Carruthers were out in their Vauxhall Viva and no less than six other marques were represented.

Test 1 at around 3 miles in length meant the crews had to be on it from the off. The route started at Blackling Hole and headed up hill taking in Pennington and ending at Strawberry Bank – the organisers even managed to allow the local Scout Group to come along and marshal three manoeuvres on the rally which they enjoyed so much they want to come back next time! Quickest through this opening test was Retchless stopping the clocks on 7min 4 seconds with John and Abi Ruddock just four seconds slower and Beecroft Millington 5 behind that.

After a few moans and groans that the manoeuvres were a little tight the event set up crew quickly headed off to ease a few of these for the second running of this test.

Test 2 shared its start with Test 3 with a split junction around half a mile into the test, at only 1.1 miles this was one of the shorter tests on the rally and the fastest here was shared between Retchless who was clearly laying down the gauntlet to win the rally, and Simon Jennings/Clive White in their little Peugeot 106.

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## Stocktonian Targa Rally Continued From Page 64

This test looped up to Euden Beck Cottage before re-turning back to The Nest for Test 3 – this was a simple run down Euden Beck Valley before heading up to the finish on Neighbour Moor. One of the manoeuvres had no less than seven cones contained in it to keep the drivers spinning the steering wheel. Retchless and Ruddock shared the fastest on this on being the only two crews to stop the clocks under six minutes on the 2.7 mile long test.

After the longest road section on the rally of 8 miles the crews were treated to another 1.1 mile test in West Moor Plantation which has not been used on a rally since the RAC Rally ran a 18 miler in Hamsterley in the mid 1980's. Several changes of surface were contained in this test from good quality gravel to a surface covered with grass and very slippery before finally back to a more angular gravel surface with lots of grip. Once again Retchless and Ruddock shared fastest at 2:59 followed by Roughead/Cousins in their BMW Mini.

A repeat of these four tests followed with the organisers changing their code boards to keep the navigators on their toes. Test 6 was the first one where Retchless didn't set fastest time this was shared on 2:28 between Ruddock and Roughead. One crew who had travelled all the way from the London suburbs Anton Kuzenko and Dmitry Ivanoff where making a good show of things lying well inside the top 10 setting some respectable times through the day in their Peugeot 206.

After the first two loops of tests the crews had a short break whilst the tests were reset for the final two. Running in the opposite direction with new mileage Test 9 at around 4.5 miles was the longest of the day, followed by a reverse run down Euden Beck to end at the final control.

The longest test started at Strawberry Bank and ran up to Pennington Cottage before a loop brought them back to the Neighbour Moor area before finishing where Test 3 did but in the opposite direction, it had no less that 69 cones on it with several crews under the 10 ½ minutes barrier.

Andrew Roughead was on a missing to move up the results with an impressive time and he also set the quickest time on the final test followed by Retchless and Beecroft who ended with a top 10 finish.

As crews arrived back at the finish there was a buzz around the crowd about how much fun they had had and the results were finalised promptly after a couple of queries meaning that crews were on the way just before darkness enveloped the forest at 7pm.

All the awards given out were of a sustainable nature with a Forestry Commission donatated sapling given out to help offset carbon emissions and a "log" as the award with engraved plate. **Steve Waggett : Clerk of Course**

### Stockton & District Motor Club - Stocktonian Rally 2019 Final Test Times in Position Order

Car	Cls	Crew	1	2	3	4	5	6	7	8	9	10	Penalty	Total	Cls Pos	O/A Pos
2	2	Steve Retchless/ Sasha Heriot	7:04	2:32	5:56	2:59	6:35	2:32	5:44	2:41	10:10	4:21		50:34	1	1
10	3	John Ruddock/ Abi Ruddock	7:08	2:27	5:56	2:59	6:39	2:28	5:46	2:51	10:11	4:26		50:51	1	2
7	2	Andrew Roughead/ Kevin Cousins	7:30	2:37	6:12	3:07	6:42	2:28	5:47	2:48	9:46	4:16		51:13	2	3
6	1	Niall Frost/ Michael Wragg	7:18	2:33	6:14	3:17	6:53	2:31	5:58	3:05	10:40	4:28		52:57	1	4
14	5	Anton Kuzenko/ Dmitry Ivanoff	7:26	2:41	6:26	3:17	6:49	2:40	6:08	2:58	10:48	4:27		53:40	1	5
22	3	David Ruddock/ Kevin Carruthers	7:48	2:34	6:12	3:06	7:05	2:32	6:08	3:06	10:46	4:45		54:02	2	6
4	2	Simon Jennings/ Clive White	7:32	2:32	6:14	3:27	7:03	2:38	6:12	3:12	10:51	4:35		54:16	3	7
3	2	Chris Dodds/ Pete Gibson	7:48	2:48	6:26	3:10	7:15	2:38	6:04	2:54	11:19	4:29		54:51	4	8
43	5	Philip Hodgson/ iangles9@gmail.com	7:35	2:44	6:19	3:14	7:40	2:43	6:29	2:58	10:47	4:47		55:16	2	9
8	6	Ron Beecroft/ John Millington	7:09	2:35	6:02	3:04	6:52	5:20	5:43	3:01	11:12	4:27		55:25	1	10



**Photos Courtesy of Merv Hogg**  
[m1capturephotography@gmail.com](mailto:m1capturephotography@gmail.com)



## Presenting vehicles in clean condition

It is worth reminding competitors of their responsibility to present their car for scrutineering in a clean condition, as detailed in (H)33.1.2.

A Scrutineer at a recent Stage Rally reported that he was presented with several cars that had clearly not been cleaned for some time, with mechanical components covered in dirt.

If you are presented with a vehicle in a dirty condition that does not allow you to scrutineer it effectively, you may request for it to be re-presented once it has been cleaned!

## Display of competition numbers

An often-overlooked regulation is the requirement for numbers to be displayed on the front of the vehicle as per (J)4.1.2.

A recent report from a Circuit Race at Brands Hatch stated that around half the field were not displaying numbers on the front of the car. This is particularly important in Circuit Racing where the marshals, timekeepers, observers and other race officials need to be able to quickly identify vehicles which may be approaching them.

Please remind competitors of this requirement if found whilst scrutineering, pointing out that the chief timekeeper may decline to record the performance of any vehicle whose competition numbers are not readily apparent to the lap recorders as per (Q)11.2.

Remember that in Circuit Racing there is also the option to have windscreen-mounted numbers as per (Q)11.4.

## FHR tether

We were recently contacted by a scrutineer reporting that they had come across the Simpson FHR tether shown here for the first time, initially being unsure of its validity having not seen one before.

However, a quick check on the relevant FIA Technical List 29 showed it to be perfectly valid for use with the relevant type of anchorage post as shown in the image on the right.

A good example of how if you are in any doubt, a quick reference to the relevant documentation can often prove valuable!



## FHR homologation labels

Over the last couple of months, we have received a relatively large number of reports – mainly from scrutineers – of FHR homologation labels with worn or faded details, with a few examples shown below. The labels are located in areas that would be subjected to continuous or regular wear when in use, and as such in most cases the legitimacy of the FHR itself is not necessarily in question. However, the lack of readable information does mean that scrutineering the item can be difficult, particularly if you wish to check against the relevant FIA Technical List. Our advice if you come across an FHR with faded information on the homologation label, such as shown in these examples, is that you scrutineer it as normal to check that there is nothing that causes you any doubt or concern with the device, including that other aspects of the FIA label and hologram appear to be genuine. If there is any doubt at all, or if there is something else that seems wrong, then you may reject the FHR as normal. However, if everything else appears to be in order then the faded information alone should not be a reason to reject the FHR. If possible, take photos and detail the serial number on the FIA hologram so that you can report it to the Technical team at [technical@motorsportuk.org](mailto:technical@motorsportuk.org) if necessary we can validate certain details with the FIA using the hologram serial number and report back.



## Harnesses shoulder straps and FHR use

We recently received a concerning report from a harness manufacturer, who had been contacted by an upset customer after being rejected at scrutineering for a Race event with a brand-new 'HANS specific' FIA 8853-2016 Standard harness, being told that the harness was not compatible for use with their FHR.

The reason given by the Scrutineer – incorrectly – was that the 3" shoulder strap width meant that the harness was only valid for use without FHR. As the age of the car meant that it was period exempt from the FHR requirement, the competitor reluctantly elected to compete without wearing their FHR but was subsequently involved in an incident involving significant impact.

Fortunately, the competitor emerged without serious injury, but needless to say this scenario could have presented a significant issue.

**Continued on Page 67**



Please remember that there is no requirement for harness shoulder straps to be of the smaller 2" width for use with any FHR – indeed any FIA-homologated harness can be used with an FHR, regardless of shoulder strap width. It is also not necessary for the harness to be 'HANS' or 'FHR specific' or marked as 'HANS' or 'FHR use only'.

However, a harness labelled as 'HANS' or 'FHR use only' can only be used in conjunction with an FHR.

## Helmet condition

The helmet shown here was presented for scrutineering at a recent event. Despite the helmet being a Snell SA2010 – and thus still in date – the Scrutineer correctly rejected it due to the terrible condition of the strap. The strap is clearly severely frayed, and an attempt has been made to repair it by wrapping with gaffer tape.

Regulation (K)10.3.3(b) makes it clear to the competitor that any significant damage, such as this strap, will result in the helmet being impounded and (D)33.2.1 details the Scrutineers powers if personal protective equipment is found in a poor or dangerous condition.



## Stage Rally FHR checks

This is a reminder that if you are present at a Stage start in your role as a Scrutineer, then checking that competitor's safety equipment, such as FHR, overalls, harnesses etc., are all worn and secured correctly is an important aspect.

In particular please keep an eye out for incorrectly positioned FHRs – for example worn above the harness straps rather than beneath – which is something that we continue to hear reports of.

## Fake harnesses

We were recently alerted to a post on social media advertising 2 sets of 'Sabelt' harnesses for sale, as pictured here. They had been very quickly identified as fake items due to the claimed 'not valid after' date on the label shown – which is more than 6 years away, despite harnesses only having a 5-year FIA homologation validity!

Consequently, the furthest 'not valid after' date that should currently be seen is 2024. The homologation number on the label does relate to a genuine Sabelt product, so it is likely that it is a copy of a genuine label.

As always, remain vigilant when checking such safety equipment, and remember that sometimes it is the simple things that can be the giveaway that something is not quite right!

We have also just been sent some photos of another fake harness encountered by a Motorsport UK scrutineer while scrutineering for a Safari Rally overseas. In fact, there were 4 identical new sets presented for scrutineering – all of which were rejected. These purport to be a Sparco item, but in this case there are a number of giveaways as to their authenticity. All 6 straps carried the same small label with 'not valid after' date, but no FIA homologation number, and there was also no FIA hologram with the main homologation label, which also didn't appear to be fully complete. In addition to these points, the buckle and metalwork for mounting points and connectors reportedly felt to be of poor quality and not what would be expected of a genuine item.

Whilst found at an event abroad, the tell-tale signs displayed here are worth taking note of as there is every chance that such items could find their way to events in the UK





## Fire extinguishers

The following examples of fire extinguisher bottles were shown to Scrutineers by a Lifeline service agent and were all found in current competition vehicles.

This first example shows how a fake service label has been used to cover up an earlier date reference on the bottle. The colour of the label is a giveaway being white rather than the silver of what would be a genuine label.



The second example appears to show two genuine and serviceable bottles, with gauges showing in the green, but one had been discharged and was 1kg lighter!

If in doubt you can request to weigh the bottle (the service weight should be on the service label).

This shows that on occasion gauges can get stuck or blocked up and not give a true reading, or of course they could be deliberately manipulated to show a false reading, and in this case weight is the best indicator.



## Overall stitching

FIA Standards 8856-2000 and the more recent 8856-2018 both stipulate that embroidery on overalls must be through the outermost layer only.

Stitching for the attachment of badges can go through all layers, but the thread used must be flame-resistant – as must the backing of the badge itself.

These two examples were sent to us by a Scrutineer who encountered both garments during the same scrutineering session – and rightly impounded them for the duration of the event, with suitable advice given to the competitors concerned.





# The Club Champion

It was late November 2018 when it was announced that Lincolnshire's junior rally ace George Lepley had won the 2300 Club's 2018 John Easson Award. After entering the competition for 4 years, his persistence had finally paid off. George had shown some serious promise, having won the BTRDA 2wd Championship for the 2018 season. 2300 Club members, not to mention Award scheme manager Allan Durham, were all excited to see what George could bring to the 2019 season.

The new Award winner had planned to take part in the British Rally Championship 2wd with all things in place. Exciting times ahead for 2019 with the John Easson Award covering George's entry fees up-to a maximum of £5,000, with a bonus of £1,000 if he won the Championship. This would be a big help to George's finances.

Unfortunately by mid January his plans had fallen through with his main sponsor pulling out. All rally plans were shelved. It was also George's final year at university so he announced with great sadness that he would not be rallying for the first half of the year and would be concentrating on his degree. Although 2300 Club were disappointed they understood his predicament, but knowing what he was capable of would support him later in the year.

However just two weeks later, at the beginning of February, another door opened. A very different opportunity came from the BTRDA Championship headline sponsor Baz Jordan. He offered a historic spec, 8 valve Hillman Avenger to George for the Cambrian Rally. George grabbed this opportunity with both hands.

As it happened 2300 Club were marshalling on the Cambrian Rally with a strong turn out of 13 Marshalls, all dying to see this historic Avenger in action in George's capable hands. Positioned with the club's historic 40 year old banner, proudly sited on a decent bend on the stage, George's pace was truly outstanding. He looked very fast and was on a par with the modern cars. The results that day tell the story!

- 1st overall 2wd BTRDA silver star (includes modern 2wd)
- 1st overall Historic cup
- 1st overall Junior driver

Beating modern machinery with the historic car, was it a fluke or a sign of things to come?

Mr Jordan was more than happy with the results on the Cambrian, leaving the Avenger with George for the next event. 2 weeks later it was the Malcolm Wilson Rally based in Cumbria. The 2nd round of the BTRDA rally would have the usual early March treacherous conditions, proving a difficult rally for the Avenger. George had a few issues in stages 7 & 8 which put him just outside the top 10. Still an incredible result in such bad conditions, beating many modern 4wd cars.

- 11th overall (in the thick of the modern 4wd machinery)
- 1st 2wd Silver Star
- 1st overall Historic cup
- Best presented car at scrutineering.

So another fantastic result. A theme is emerging with George and the Avenger getting along well!

April brought the Rallynuts Stages Rally in mid Wales, where things did not quite go to plan. Time was lost due to a differential problem, so George had to work hard to stay in the mix. But looking at the results you would never know:

- 1st 2wd Silver Star
- 1st overall Historic cup
- 1st overall Junior driver



## 2300 Club Champion Continued from Page 69

The Plains Rally was next in May. Still in the Avenger, there was a chance of a Championship win, If the results kept coming. George lost time in stage 2 with a puncture but still managed 10th overall again against modern 4wd machinery. Brilliant result going into the mid season break. He found himself on the front cover of UK Rally Scene magazine, a mid season highlight.

It was also time to finish the Chemical Engineering Degree at the University of Nottingham with, you guessed it, another first.

Leading the Championship standings for most classes, it was back to business in the Nicky Grist Stages Rally, again in Wales. This was where the BTRDA Silver Star(2wd) and the Historic cup Championships were won, after just five of the seven rounds.

An incredible season, after the disappointment in January, to elation in July. Not only was George Lepley the star driver, he also made the little Avenger an unlikely star with fans of its own. George and the Avenger beat all the modern R2 cars, modern high power RWD cars and the best of the historic Escorts and drivers in the country. George commented "this car flies like a bird & entertains like a comedian" and I only originally borrowed it for one event! Time to hand it back to a very pleased Baz Jordan. With the Championship won, time to do the last two rounds in 4wd.

In August's Woodpecker Stages Rally George would compete in a Mitsubishi Evo 10 Clubman B13 spec car. Not quite the power of the WRC or R5 cars, but very capable, with the following results:

- 1st Gold star
- 2nd Overall

Proving he could not only challenge but beat WRC and R5 cars, he set 3 fastest times on 5 stages with pace, control and smoothness to beat the best drivers in BTRDA.

The final round was at Septembers Trackrod Rally Yorkshire. Seeded 3rd did prove that George was there to take on the big boys. Finishing the last stage with the fastest overall time. Results may have been better with a different tyre choice.

- 3rd overall
- 1st B13 (non R5/WRC)

I don't think we will see a season as good as this for a long time. 2300 Club does not have a club champion, as it is a club of organisers, but George Lepley, wearing the 2300 Club John Easson Award Decals on his cars, certainly championed our Club.

I'm sorry to inform everyone who has supported the England rugby team in the World Cup but New Zealand have requested another game to be played as the result was too close to call and they had players waiting to play who weren't quite old enough so now the World Cup needs to be put on hold for the foreseeable future until a new date can be arranged for a rematch. A minimum 90 day delay has been requested, but this could be a flexextension that could last for years.

It has been suggested that shipments of New Zealand lamb could be affected by the result leading to serious lamb shortages on the shelves in the UK. This should make us think again about accepting this unfair result. No one knew this before the game concluded and it could have altered the result.

Furthermore, it has been suggested that the England team were offered large financial inducements, in the form of win bonuses, if they were to reach the final. There have been calls to have these fully investigated to establish the source of the inducements while the delay is in place.

In other news: some of the other teams have now objected to the terms of the final and have insisted that the final is delayed until NO WIN is taken off the table. These opponents of NO WIN have rejected calls that this should be put to a formal vote of any kind before their demands are ratified.



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# 2300 Club presents: The John Easson Award 2019



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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Previous JEA winners:**

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

## **Further information:**

Email: [allandurham@btconnect.com](mailto:allandurham@btconnect.com)

## Motorsport Network is to close the doors on the UK-based Autosport print magazine publication.

Like Formula 1, 2019 marks Autosport's 69th anniversary in the print industry, with weekly editions hitting the shelves on a weekly basis.

Now, it looks like that this year will also be their last heading to the shelves. An official announcement is expected this week, with their sister titles F1 Racing and Motorsport News also set to be hit.

However the brand, according to Autosport's special events manager Laura Coppin, will remain online via Autosport.com, confirming earlier speculation about the magazine's future.

The brand will also remain as part of the yearly Autosport International Show and Autosport Awards.

Motorsport Network acquired Autosport, F1 Racing and Motorsport News from Haymarket in 2016, with the acquisition of Motors TV soon following.

Just over twelve months ago, Motorsport Network closed the doors on Motorsport.tv. Now, it looks like Autosport could be heading in the same direction...

Writing on Twitter, Haymarket Automotive's Editorial Director and former Deputy Editor of Autosport Jim Holder said: "Written only as fan (of the sport, journalism and above all the people) but as everyone reflects on a brilliant Rally GB, I also hope they pause on the rumoured demise of the bulk of the UK media covering motorsport – Autosport, F1 Racing and Motorsport (Motoring) News.

"Of course I spent a decade working for two of the three, but the same two were also what fuelled my passion for the sport and made Wednesdays and Thursdays the best days of the week."

"The world is online now we're told, but to toss their heritage away is heart breaking. To toss it away by grinding the titles into the ground even more so (if rumours of imminent, off-the-scale price rises are true) and more so because of the talented, dedicated people being put in impossible positions by these jaw-dropping decisions," Holder added.

**PS : The way things are going - It could be that the only place to get a written Motor sport fix is to subscribe to 'Spotlight' (and its free!!) - Looking forward to getting an offer to buy me out !!!**



## Extractor Rescue REPLACEMENT VEHICLE UPDATE

At approximately 6.30am on Saturday 28th September on route to the Trackrod Rally, the Extractor Rescue Unit came across an RTC on the M61 whilst stopped on the hard shoulder to help due to being 1st the on scene our rescue unit was itself involved in an incident while parked on the hard shoulder, when another vehicle crashed in to the rear of the unit.

Unfortunately, the unit is now a write off and some of our rescue & medical equipment was damaged. We now face large bills to replace the unit like for like

As a lot of you know the crews on rescue units are volunteers, & the units are run as not for profit organisations, which is why several fundraising efforts are taking place

With the Rescue unit classed as being a specialist vehicle Insurance companies are not in a hurry to settle the claim. When new these vehicles were new, they cost over £111,000 as it was a 4x4, it was 2006 model. The cost will depreciate over years, so value will be less than 8k, currently there are only 2 x 4x4 ambulances for sale in the UK.

We have sourced one of the 4 x 4 vehicles of the same type. With the assistance of one of our supporters we have managed to obtain this vehicle with an interest free loan until the insurance and fund-raising efforts have been finalised.

**We are humbled by the response to date from all the people/organisations who have donated to date via the various fund-raising channels...**

- **Scottish Rally Girls**
- **Eddie Kelly Motorsport Photography**
- **Our own gofundme.com**
- **Also a number of direct donations**

**ALL OF WHICH WE ARE VERY GREATFUL FOR.**

**If you are in a position where you could make a donation please use the following link [www.gf.me/u/vupdct](http://www.gf.me/u/vupdct)**

We are now working hard to get the new unit up to a basic compliant standard for the Mull Rally, but there will still be lots to do to bring it up to a full specification when the event is over.

We are keen to here of any companies who could assist with signwriting/wrapping services as this will probably be the next big expense.

THANKS for everyone's assistance to date!





## Calling all ANWCC member club officials!

Invoices for your club subscription 2020 have been sent out and thanks to the 70 clubs that have already paid.

We are now requesting ALL clubs let us know the details of their officials who should be on our mailing list.

Similarly, we are also asking that all clubs let us know the events they are planning for 2020 - indicating which you would like to be included in our championships, and also including all your other events (note Motorsport UK regulation D3.1.1) ... the list of events we know about can be found on our website and will be constantly updated - <http://anwcc.co.uk/2020-calendar-summary.pdf>

The forms can be completed [online](#), or on a [doc](#) or [pdf](#) file and returned by e-mail or snail-mail ... and can be found on our website home page in the left-hand column under the heading 2020 FOR CLUB OFFICIALS.

Here's to a successful 2020.

Kind Regards  
**Mark Wilkinson**  
General Secretary

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# ANWCC CALENDAR 2020

NOTE THIS IS BEING CONTINUALLY UPDATED AND INFO HAS BEEN TAKEN FROM VARIOUS SOURCES.  
CHAMPIONSHIP STATUS HAS NOT YET BEEN DECIDED FOR ANY EVENTS – AWAITING OFFICIAL REGISTRATION FROM CLUBS (FORMS NOW AVAILABLE ON OUR WEBSITE, ALSO ONLINE REGISTRATION)

EVENTS SHOWN IN BOLD HAVE BEEN NOTIFIED DIRECT TO ANWCC

EVENTS HIGHLIGHTED IN GREEN HAVE OFFICIALLY REQUESTED CHAMPIONSHIP STATUS

Please check website and organising club for any changes.

## STAGE RALLY (\* Multi-venue)

Feb 8	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 14/15	AGBO Stages	Owen MC
Mar 21	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	Cetus	Wigan & DMC
May 15/16	Manx *	Manx AS
May 17	Anglesey	North Wales CC
May 31	John Overend	North Humberside 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	Hall Trophy	Clitheroe & DMC
Nov 22	Cadwell	North Humberside 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	80 & Worcestershire MC
Sep 25/26	Trackrod	Trackrod MC
Nov 7	Wyedean	Forest of Dean MC

## ROAD & NAVIGATION RALLY (\* Clubman)

Jan 12	12-Car *	Matlock MC
Feb 8	Harry & Ivy	Kirkby Lonsdale MC
Feb 22/23	John Robson	Hexham & DMC
Feb 28/1	Bro Caron	Lampeter & DMC
Mar 10	12-Car *	Matlock MC
Mar 14/15	Llyn	Harlech & DMC
Apr 4/5	Primrose	Clitheroe & DMC

Apr 4/5	Bro Preseli *	Teifi Valley MC
Apr 25/26	Night Owl	Aberystwyth & DMC
Sep 19/20	Clitheronian	Clitheroe & DMC
Oct 24/25	Cilwendeg	Teifi Valley MC
Nov 7/8	Powys Lanes	Epynt MC
Nov 24	12-Car *	Matlock MC
Dec 20	12-Car *	Matlock MC

## HISTORIC ROAD

Mar 9	Tour of Cheshire	Knutsford & DMC
Mar 14	Mull Classic	Mull CC
Apr 19	Jubilee	Ilkley & DMC
Jun 7	Historic	Ilkley & DMC
Aug 9	St Wilfrid's	Ripon MSC
Oct 17	Derbyshire	Matlock MC

## TARGA RALLY (\* Clubman)

Mar 14	Mull	Mull CC
May 2	061 Targa	Stockport 061 MC
May 24	Cwm Cynfal *	Bala & DMC
Jun 7	Targa *	Ilkley & DMC
Sep 5	Targa	Knutsford & DMC
Oct 17	Derbyshire	Mid-Derbyshire MC

## AUTOTEST

Jan 5	New Year *	North Humberside MC
Jan 26	New Year	Knutsford & DMC
Feb 9	February *	North Humberside MC
Mar 9	Jon McKenzie	Hagley & DLCC
Mar 22	Maple *	North Humberside MC
Apr 27	Autotest 201 *	Knutsford & DMC
May 11	Autotest 202 *	Knutsford & DMC
May 17	Lymm *	CSMA NW MSG
Jun 21	Lymm *	CSMA NW MSG
Jul 5	Tim Sargeant	Knutsford & DMC
Jul 19	Blackburn *	Under 17 MC NW
Oct 18	Ken Wharton	Hagley & DLCC
Dec 6	Blackburn *	Accrington MSC
Dec 6	December *	North Humberside MC

## PRODUCTION CAR AUTOTEST (\* Clubman)

Jan 12	PCA4 *	Airedale & Pennine MC
Jan 26	New Year	Knutsford & DMC
Feb 9	PCA5 *	Airedale & Pennine MC
Feb 15	Blackburn *	Under 17 MC NW
Feb 16	Windy Oak *	Cannock & DCC
Mar 8	PCA6 *	Airedale & Pennine MC
Apr 12	Easter Bunny *	Cannock & DCC
Apr 27	Autotest 201 *	Knutsford & DMC
May 11	Autotest 202 *	Knutsford & DMC
May 17	Lymm *	CSMA NW MSG
Jun 21	Lymm *	CSMA NW MSG
Jul 18/19	Blackburn *	Under 17 MC NW
Jul 19	Northern Dales *	Hexham & DMC



## Championship Standings

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

### Road Rally :

O/A	Driver	Club	Points
1	Andy Price	WBCC	466
2	Mark Lennox	Newtown	444
3	Steve King	WBCC	437
4	Steven Williams	Teifi Valley	373
5	Gerallt Williams	Bala	248

O/A	Navigator	Club	Points
1	Rob Bryn Jones	Clwyd Vale	547
2	Michael Hughes	Dovey Valley	483
3	Grace Pedley	Knowl Dale	454
4	Ian Beamond	Newtown	444
5	Mark Shepherd	Preston MC	313

### Stage Rally :

O/A	Driver	Club	Points
1	Adam Williams	Warrington	922
2	Andrew Morris	WBCC	817
3	Greg Williams	Warrington	812
4	Keith Anglesea	B&B	689
5	John Stone	BSSMC	673

O/A	Co-Driver	Club	Points
1	Rachael Atherton	Warrington	922
2	Jonathon Kennedy	Warrington	835
3	Chloe Thomas	C&A	817
4	Lewis Griffiths	C&A	724
5	Lauren Hewitt	Wigan	570

### Stage Rally (Forest) :

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

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

### Autotest :

O/A	Driver	Club	Points
1	Colin Moreton	Knutsford	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 : Provisional 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 : Provisional Final

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

### Trials : 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	Adam Williams	Warrington	184
2	Greg Williams	Warrington	163
3	Keith Anglesea	B&B	148
4	Andrew Morris	WBCC	147
5	Trevor Groves	Clwyd Vale	114

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

## North Wales Road Rally Challenge

O/A	Driver	Club	Points
1	Steven Williams	Teifi Valley	141
2	Mark Lennox	Newtown	138
3	Andy Price	WBCC	126
4	Gerallt Williams	Bala	124
5	Steve King	WBCC	118

O/A	Co-Driver	Club	Points
1	Ian Beamond	Newtown	139
2	Michael Hughes	Dovey Valley	131
3	Deio Hughes	C & A	125
4	Grace Pedley	Knowl Dale	121
5	Rob Bryn Jones	Clwyd Vale	117

## 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	Clwyd 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	352
3	North Wales CC	340
4	Bala & DMC	339
5	Bolton-le-Moors	315
6	Clitheroe & DMC	290
7	Under 17 MC (NW)	279
8	Ilkley & DMC	255
9	Liverpool MC	253
10	Hagley & DLMC	213

## Marshals Championship

O/A	Marshal	Club	Points
1	Tim Millington	Warrington	163
2	Amanda Baron	Accrington	96
3	Laura Jos	C&A	90
=4	Catrin Jos	C&A	73
=4	David Mitchell	Liverpool	73
=4	Rob Jos	C&A	73
7	Maurice Ellison	Clitheroe	67
8	William O'Brien	Warrington	60
9	Jim Livesey	U17MC	59
10	Robert O'Brien	Warrington	57



## 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	953
3	Harlech & DMC	712
4	North Wales CC	578
5	Clwyd Vale	371
6	Rhyl & DMC	230
7	Broughton & Breton MC	158
8	116 CC	126

### Ladies Rally Championship

O/A	Driver	Club	Points
1	Jayne Auden - Row	ERO	125.52
2	Cathy Stewart	BWRDC	71.88
3	Lauren Groves	Clwyd Vale	67.68
4	Ashleigh Morris	Bolton	62.50
5	Jade Paveley	North Wales	57.69

O/A	Co-Driver	Club	Points
1	Rachael Atherton	Warrington	666.68
2	Chloe Thomas	C&A	617.29
3	Heather Merrison	60 & Worcs	421.31
4	Grace Pedley	Knowldale	391.42
5	Lauren Hewitt	Wigan	370.93

### 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](http://www.anwcc.co.uk)**

REGIONAL CHAMPIONSHIPS FOR CLUB COMPETITORS

(open to members of all ANWCC member clubs)

**LOGON TO THE WEBSITE FOR FULL INFORMATION**

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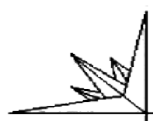
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**ANWCC**  
Association of North Western Car Clubs

## AWARDS & PRESENTATION NIGHT

**SATURDAY  
25th January**

**HALLMARK HOTEL  
Stanley Rd.  
Manchester**

**More details to Follow**



# ANWCC CHAMPIONSHIPS 2019

Please check website and organising club for any changes.

## STAGE RALLY CHAMPIONSHIP (\* Multi-venue)

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

## NORTH WALES STAGE RALLY CHALLENGE

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

## FOREST STAGE CHAMPIONSHIP

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

## ROAD & NAVIGATION RALLY CHAMPIONSHIP

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

## NORTH WALES ROAD RALLY CHALLENGE

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

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

## HISTORIC ROAD CHAMPIONSHIP

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

## AUTOTEST CHAMPIONSHIP (\* inc Clubman)

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

## PRODUCTION CAR AUTOTEST

### CHAMPIONSHIP (\* inc Clubman)

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

## AUTOSOLO CHAMPIONSHIP (\* inc Clubman)

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

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

## CAR TRIALS CHAMPIONSHIP

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

## SPRINT CHAMPIONSHIP

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

## HILLCLIMB CHAMPIONSHIP

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

## INTER-ASSOCIATION EVENTS

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

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

**LIST IS LIABLE TO CHANGE -  
FOR LATEST UPDATES  
CHECK OUT THE WEBSITE  
[www.anwcc.co.uk](http://www.anwcc.co.uk)**

**Last updated 25 June 2019**



# ASSOCIATION OF NORTH-WESTERN CAR CLUBS

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

**Please register me for the ANWCC Championships 2019**

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

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

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

## Fees:

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

Signature

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

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

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

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**19/**

**See notes overleaf >>**

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

Forms can also be downloaded from our website.

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

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

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

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

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

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

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

### **NOTES:**

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

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

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

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

Beginner - not finished more than one National B rally

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

Keep checking our website for up-to-date information

[www.anwcc.co.uk](http://www.anwcc.co.uk)

*Thank you for registering!*



# Kielder Forest Rally 2020

## KIELDER CHALLENGE WILL BE CLUBMANS CHOICE

Outline plans have been revealed for the Cumberland Sporting Car Club's Kielder Forest Rally, the new clubman style event which will replace the club's long running Pirelli International Rally which has been the mainstay of their activities for almost 40 years but is now to be refreshed and overhauled to make the event more attractive to the current generation of competitors.

Incoming Clerk of the Course, Steve Waggett, has some innovative ideas which include utilising some of the lesser used tracks in the vast Kielder Forest complex not used for a number of years. The intention is also to base the event within the Kielder Forest area with the start, finish and service area all located close to the C200 road that runs up the North Tyne Valley.

Steve commented "I have been on the Pirelli team for four years and the opportunity arose to make sure the event could develop and thrive after the changes to the team, working with a great team of people including regular competitors we know what crews want and will aim to offer that in 2020"

The Kielder Forest Rally will shortly be launching a new website and Facebook page meanwhile, information on the event, which will run on 25th April 2020 can be obtained by contacting the Media Manager, Ed Graham, at edgraham01@sky.com



## MG Cumbria

## The Famous Christmas Cracker Run December 1st 2019

Once again, the popular winter event in the Lake District will be taking place on December 1st, starting from Penrith and finishing near Keswick after a 70-mile route in the glorious Lake District and including some of our famous passes!

it's all about fun and people so it's open to all sorts of cars, if you want to bring a modern car please do so. The route will be punctuated by check points where you will be asked motoring and Christmas related questions. They count for the many awards on offer. There are also awards for the oldest car to complete the route and the furthest travelled. We invite you to dress up in a festive style and decorate your cars, there are prizes for both.

The entry fee of £40 includes coffee and shortbread at the start and a two-course festive dinner at the finish for two people.

Entry forms are available on the MG Cumbria Face Book page or by emailing gtfrm@yahoo.co.uk

## The Motorsport UK Club and Volunteer of the Year awards for 2019 were announced recently and entries close on 10th November 2019.

Please refer to this link: <https://www.motorsportuk.org/Entries-open-for-2019-JLT-Motorsport-UK-Club-and-Volunteer-of-the-Year-Awards-2>

I know that all the awards are keenly contested every year and this is your opportunity to remind all your Clubs and Volunteers that nominations are open - please do all you can to encourage Clubs and Volunteers to go online and complete the nomination process.

## TRACK DAYS EVERY MONTH at Three Sisters



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**Clitheroe  
& District  
Motor Club**



# MARSHALS Needed for MEM

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

**Calling all prospective Marshals . .**

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

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

**tonykart54@gmail.com**



**MEM**

**MALTON FOREST RALLY**

**SUNDAY 3rd NOVEMBER 2019**

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

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

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

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

The event will finish at Adderstone Field in mid afternoon.

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

[www.maltonforestrally.co.uk](http://www.maltonforestrally.co.uk)

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

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

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

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

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

**Chief Marshal  
Geoff Dean**

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



# GAZZARD ACCOUNTS

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**Manx Auto Sport  
PokerStars**

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

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

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

**If you would like to join our team.**

**We are now recruiting for Marshals,  
Radio operators and Timekeepers.**

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

**Or telephone 01624664460**

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

**Please contact our Volunteers liaison officer  
Alison on 07624 287178 to register your at-  
tendance.**

**Volunteers@manxautosport.org**



# BW



## ELECTRICAL AND MECHANICAL INSTALLATION & MAINTENANCE

Tel : 01282 696953

Mobile : 07711 791631

Email :

[barry.wilkinson80@ntlworld.com](mailto:barry.wilkinson80@ntlworld.com)

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CARTER**

MEMORIAL ROAD RALLY

30TH NOV | 1ST DEC 2019

motor sport UK Recognised Club



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**Man United** season tickets have been wrongly sold to people who were expecting to watch football being played. Start your claim now to see if you have been mis-sold a **Man United** season ticket and find out how much you could be entitled to

START YOUR CLAIM NOW  
**CALL 0800 323232**



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](mailto:markwilkinson81@icloud.com) - currently all roles are available, timing, marshal, marshal in charge and radio marshal.



## Rally/Race Car Testing At Three Sisters Circuit

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

[www.threesisterscircuit.co.uk](http://www.threesisterscircuit.co.uk)



# rally

AT  
TRACKDAYS

anglesey  
circuit  
traction

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FOR THE DAY

PRICE PER TEAM OF DRIVER AND CO-DRIVER



Anglesey Circuit's Rally Trackday events operate in a similar manner to a regular track day, featuring all-asphalt stages for drivers and co-drivers to run as a team. Featuring multiple, specially designed stages suitable for all cars and driver abilities, from novice to experienced rally teams.

## UPCOMING EVENTS

FEB 17<sup>th</sup>

SUNDAY

MAR 15<sup>th</sup>

FRIDAY

APR 13<sup>th</sup>

SATURDAY

JUN 29<sup>th</sup>

SATURDAY

**BOOK ONLINE AT [RALLYTRACKDAYS.COM](http://RALLYTRACKDAYS.COM)**

OR CALL THE CIRCUIT OFFICE ON 01407 811400



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01282 690184

# Clitheroe & District Motor Club



## HALL TROPHY STAGES RALLY

# Saturday November 23<sup>rd</sup>

**REGS :-**

**clitheroedmc.co.uk**



## MARSHALS

**Maurice Ellison**

sd34news@gmail.com

07788-723721



Legendfires

# NORTH WEST STAGES

in partnership with Simpson's SKODA



20<sup>th</sup>-21<sup>st</sup> MARCH 2020 • SPECTACULAR • HIGH SPEED • CLOSED ROAD

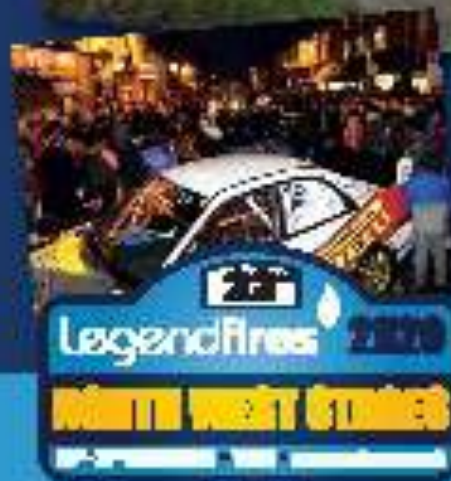
## RALLY ACTION

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

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

DETAILS WILL BE PUBLISHED ON THE WEBSITE IN DUE COURSE

[www.NorthWestStages.co.uk](http://www.NorthWestStages.co.uk)





# Acknowledgements

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

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

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

**A Special mention of gratitude to ALL THOSE CLUBS AND PEOPLE WHO DO SEND IN REPORTS,**

*Jokes, Photographs, Information, reports etc*

Terry Martin,	Steve Entwistle,
Rod Brereton,	John Rhodes
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Paul Buckel,	Jem Dale,
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George Jennings	Keith Thomas
Tony Lynch	Lauren Hewitt
Neil Raven	Tony Vart
Tommi Meadows	Matt Broadbent
Bob Hargreaves	Tony North
Songasport	Ray Duckworth
Ed Graham	Sam Collis
Niall Frost	Simon Frost
John Harden (LiMC)	Matt Hewlett
Mike Garstang	Steve Johnson
Adrian Lloyd	Dave Thomas
Chris Williams	Geoff & Maggy Bateman

Phil James of Pro-Rally, Geoff Bengough  
Bill Wilmer & The Gemini Communications Team  
Keith Lamb (Gemini 9) Ian Davies (Gemini 23)  
Peter Langtree (Gemini 48) Tony Jones (Gemini 58)  
Bryan Flint (Gemini32) Derek Bedson (Gemini 21)  
Adrian Spencer (Adgespeed) Phil Andrews  
Tom Irvin Photography  
Paul Gilligan 'Inside the Industry'  
Paul Commons : Paul Commons Motor Sport  
Duncan Littler Speed Sports Photography  
and last but not least, Chairman / Secretary  
(& my complaints manager)

**Les Fragle**

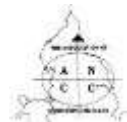
**& if I have left you out of the above credits,**

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

## **SD34MSG** **Wednesday** **20<sup>th</sup> November**

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

## **ANCC**

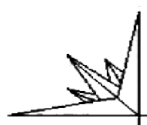


**Monday 6<sup>th</sup> January 2020**

**Cleckheaton Sports Club, BB19 3UD**

Just off Chain Bar Roundabout ,  
Junc 26 of the M62

**[www.ancc.co.uk](http://www.ancc.co.uk)**



## **ANWCC**

Association of North Western Car Clubs

**Tuesday November 12<sup>th</sup>**

**8.00pm**

**Kilton Inn**

**Warrington Road, Hoo Green**  
**Knutsford, WA16 0PZ**

**<http://anwcc.co.uk/>**

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

**Deadline for copy**  
**for the December edition is**  
**Wednesday the 27<sup>th</sup> of November**  
**which is due out on**

**Saturday the 30<sup>th</sup> November**

**PLEASE Email Reports etc. ASAP**  
**to**

**Maurice Ellison at :**

**[sd34news@gmail.com](mailto: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**