

January 2020 spotlight



Bevan Blacker / Niall Frost
South West Double
1st O/A on both the

*Photo Courtesy of
M&H Photography*

Barbara Carter Memorial & the Bustard Targa
All on the Same Weekend

www.sd34msg.org.uk

Volume 11 : Issue 1 : January 2020 : Maurice Ellison

Chairman's Chat

That's my rallying done for the year after my final event, the Grizedale Stages. It was once again a very well organised and run event with a relatively early start and early finish in daylight. As ever a few cars threw themselves off the stages including Car 0 !! but thankfully nothing serious. We had a couple of great marshals with us plus several suicidal spectators, when will they learn ??

Well you will be pleased to learn that this will be my last ramblings in '**spotlight**' as I am standing down as Chairman and Secretary at the AGM on 15th January. After 19 years as Chairman, 28 years as Secretary and a combined 37 years as one or more championship compiler I think it's time others took up the reigns. As mentioned in the last issue Steve Johnson has offered to become the Chairman but we still need a Secretary so please find us a volunteer or the Group will not be able to continue. I will still attend the meetings as the GPMC representative.

I will finish by wishing you and your families a Very Happy New Year and every success in motorsport in 2020.

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



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



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



Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk



Garstang & Preston MC
www.gpmc.org.uk



High Moor Motor Club
www.hmmc.co.uk



Preston Motorsport Club
www.facebook.com/prestonmotorsportclub



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com

Website : www.nwstages.co.uk
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SD34MSG

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Stage Rally Championship

O/A	Driver	Class	Pts	Club	
1	Adam Williams	D	239	Warrington	Y
2	Gregory Williams	D	199	Warrington	Y
3	Paul Munro	D	196	G&PMC	Y
5	James Swallow	D	168	Bolton	Y
4	John Richardson	C	159	Bolton	Y
6	Brandon Smith	C	139	Clitheroe	Y
7	Craig Kennedy	D	137	Warrington	Y
8	John Darlington	D	115	Wigan	Y
9	Simon Bowen	D	93	BSSMC	Y
10	Berwyn Evans	D	82	Accrington	Y
11	Neil Roskell	D	62	G&PMC	Y
12	Peter Jackson	D	56	G&PMC	Y
	<i>Steve Johnson</i>	<i>A</i>	<i>81</i>	<i>U17MC</i>	<i>N</i>
	<i>Dan Woods</i>	<i>B</i>	<i>79</i>	<i>Clitheroe</i>	<i>N</i>
	<i>Neil Wearden</i>		<i>55</i>	<i>G&PMC</i>	<i>N</i>
	<i>Mark Roberts</i>	<i>D</i>	<i>54</i>	<i>Warrington</i>	<i>N</i>
	<i>Steve Kenyon</i>	<i>A</i>	<i>53</i>	<i>G&PMC</i>	<i>N</i>
	<i>Steve Johnson</i>	<i>A</i>	<i>81</i>	<i>U17MC</i>	<i>N</i>
	<i>Andrew Potts</i>		<i>52</i>	<i>Pendle</i>	<i>N</i>
	<i>Dale Thomas</i>	<i>D</i>	<i>33</i>	<i>Clitheroe</i>	<i>N</i>
	<i>Wayne Thomas</i>	<i>D</i>	<i>28</i>	<i>Clitheroe</i>	<i>N</i>
	<i>Kaemen Welsh</i>	<i>A</i>	<i>27</i>	<i>Clitheroe</i>	<i>N</i>
	<i>Richard Bromley</i>	<i>A</i>	<i>27</i>	<i>Warrington</i>	<i>N</i>
	<i>Alex Jackson</i>	<i>A</i>	<i>27</i>	<i>G&PMC</i>	<i>N</i>
	<i>Tony Garrett</i>	<i>B</i>	<i>26</i>	<i>Clitheroe</i>	<i>N</i>
	<i>Chris Marshal</i>	<i>D</i>	<i>26</i>	<i>Wigan</i>	<i>N</i>
	<i>Steve Johnson</i>	<i>A</i>	<i>81</i>	<i>U17MC</i>	<i>N</i>
	<i>Myles Gleave</i>	<i>A</i>	<i>26</i>	<i>G&PMC</i>	<i>N</i>
O/A	Co-Driver	Class	Pts	Club	
	1 Rachael Atherton	D	231	Warrington	Y
=	2 Jonathon Kennedy	D	228	Warrington	Y
=	2 Lauren Hewitt	D	228	Wigan	Y
	4 Lewis Griffiths	D	186	Clitheroe	Y
	5 Eric Wilcockson	C	159	Bolton	Y
	6 Jack Mather	D	132	Bolton	Y
	7 Marcus Kennedy	D	110	Warrington	Y
=	8 Rob Bryn Jones	D	107	Clitheroe	Y
=	8 Terry Martin	D	107	Clitheroe	Y
=	8 Victoria Swallow	D	107	Bolton	Y
	11 Jonathon Cragg	A	104	GPMC	Y
	12 Richard Robinson	D	88	BSSMC	Y
	13 James Squires	D	83	Clitheroe	Y
=	14` Mari Haf Evans	D	79	Accrington	Y
=	14 Andy Robinson	C	79	Bolton	Y
	<i>Steve Butler</i>	<i>A</i>	<i>107</i>	<i>Clitheroe</i>	<i>N</i>
	<i>Tony Garrett</i>	<i>B</i>	<i>79</i>	<i>Clitheroe</i>	<i>N</i>
	<i>Stephen Holmes</i>	<i>A</i>	<i>79</i>	<i>Clitheroe</i>	<i>N</i>
	<i>Stephen Landen</i>	<i>D</i>	<i>54</i>	<i>Warrington</i>	<i>N</i>
	<i>Dylan Thomas</i>	<i>C</i>	<i>52</i>	<i>Clitheroe</i>	<i>N</i>
	<i>Andy Baker</i>	<i>D</i>	<i>28</i>	<i>GPMC</i>	<i>N</i>
	<i>Dan Woods</i>	<i>B</i>	<i>26</i>	<i>Clitheroe</i>	<i>N</i>
	<i>Tony Vart</i>	<i>B</i>	<i>26</i>	<i>Clitheroe</i>	<i>N</i>

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

Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
1`	Kris Coombes	E	64	Preston MC	5
2	Danny Cowell	E	61	G&PMC	5
3	Stan Featherstone	E	57	Clitheroe	5
4	David Pedley	S/E	51	Clitheroe	5
5	Stephen Holmes	S/E	34	Clitheroe	5
= 6	Mark Johnson	E	31	Clitheroe	4
= 6	Charles Andrews	N	31	Preston MC	4
8	James Taylor	E	28	Clitheroe	3
= 9	Ian Swallow	N	26	Bolton	4
= 9	Dominic McTear	E	26	Clitheroe	3
11	Ben Mitton	N	25	Clitheroe	4
= 12	Chris Hewlett	S/E	24	Clitheroe	3
= 12	Paul Turton	S/E	24	Clitheroe	4
14	Dan Sedgwick	E	23	Clitheroe	2
15	Paul Pendleton	S/E	21	Clitheroe	3
16	Jem Dale	E	20	G&PMC	2
15	Tony Harrison	E	18	Clitheroe	2
17	John Gribbens	E	13	Clitheroe	2
= 18	Simon Boardman	E	9	Clitheroe	1
= 18	Mark Standen	E	9	G&PMC	1
= 18	Myles Gleave	E	9	G&PMC	1
= 18	Andy Williams	N	9	U17MC	1
O/A	Navigator	Class	Pts	Club	Rds
1	Gary Evans	E	64	Matlock	5
2`	Louis Baines	E	63	Preston MC	5
3	Mark Shepherd	E	62	Preston MC	5
4	Rob Jones	E	60	Clitheroe	4
5	Grace Pedley	S/E	52	Clitheroe	5
6	Sasha Heriot	E	56	Clitheroe	5
7	Ian Graham	E	43	Clitheroe	5
= 8	Steve Butler	E	31	Clitheroe	4
= 8	James Squires	N	31	Clitheroe	5
= 8	Danny Cookson	N	31	Preston MC	4
11	Sam Ambler	E	30	Clitheroe	3
12	James Chaplin	E	27	G&PMC	2
13	Levi Nicholson	N	25	Clitheroe	4
14	Matt Hewlett	S/E	24	Clitheroe	3
15	John Turton	S/E	23	Clitheroe	4
16	Jonathon Webb	E	21	Hexham	2
17	James Swallow	S/E	17	Bolton	3
= 18	Terry Martin	E	13	Clitheroe	2
= 18	Harris Holgate	S/E	13	Clitheroe	2
= 20	Jonathon Webb	E	9	Hexham	1
= 20	Steve Kenyon	S/E	9	G&PMC	1
= 20	Jack Mather	S/E	9	Bolton	1
= 20	Elliott Shaw	N	9	Clitheroe	1
= 20	Phil Shaw	N	9	Clitheroe	1

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

Non Race/Rally Championship

O/A		Class	Score	Club
1	James Robinson	A	85.13	U17MC
2	Andrew Robinson	A	83.25	U17MC
3	Andy Williams	A	82.83	U17MC
4	James Williams	A	81.65	U17MC
5	Scott McMahon	A	81.50	U17MC
6	Andy Crawley	A	80.86	Warrington
7	Phil Clegg	E	80.80	Accrington
8	Stephen Holmes	A	80.28	Clitheroe
= 9	Gary Sherriff	B	79.92	Bolton
= 9	Chris McMahon	A	79.92	U17MC
11	Lauren Crook	C	79.67	U17MC
12	Steve Johnson	A	79.29	U17MC
13	Jessica Crawley	A	78.24	Warrington
14	Gary Ross	A	75.96	A&PMCC
15	Dave Graves	B	67.80	Bolton
16	Joe Mallinson	B	61.62	A&PMCC
17	Alec Tunbridge	E	52.66	Bolton
18	Stephen Kennel		50.00	Clitheroe
19	David Goodlad	B	48.20	Bolton
20	John North	C	41.46	Bolton

Class Positions

James Robinson	A	1 st O/A	U17MC
Andrew Robinson	A	1 st A	U17MC
Andy Williams	A	2 nd A	U17MC
James Williams	A	3 rd A	U17MC
Scott McMahon	A	4 th A	U17MC
Andy Crawley	A	5 th A	Warrington
Phil Clegg	E	1 st E	Accrington
Stephen Holmes	A	6 th A	Clitheroe
Gary Sherriff	B	1 st B	Bolton
Chris McMahon	A	7 th A	U17MC
Lauren Crook	C	1 st C	U17MC
Steve Johnson	A	DNQ	U17MC
Jessica Crawley	A	8 th A	Warrington
Gary Ross	A	9 th A	A&PMCC

Did Not Qualify

Ian Daws	A	40.33	Clitheroe
Rob Bryn Jones		37.37	Clitheroe
Lauren Hewitt		30.87	Wigan
Warren Nicholls	A	30.77	Bolton
Ian Swallow		29.09	Bolton
James Swallow	B	28.05	Bolton
Adrian Fruzynski	D	19.51	Accrington
Jack Mather	B	19.08	Bolton
Elliott Shaw	B	17.79	Clitheroe
Nicholas Simon	B	9.31	Pendle

Provisional Final Results

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	2	Longton
7	P.Messer	77.67	S	Clitheroe
8	J Baines	71.67	5	Liverpool
9	R.Thorpe	60.56	1B	Liverpool
10	R.Worrall	51.25	1B	Liverpool
	S.Nicholson	19.73	2	Pendle
	M.Thomlinson	19.73	5	Pendle
	R. Mitchell	10.00	3	Pendle

Individual Championship

O/A	Competitor	pts	Q	Club
1	Jessica Crawley	120	Y	Warrington
2	Adam Williams	110	Y	Warrington
3	Rob Bryn Jones	109	Y	Clitheroe
4	Scott MacMahon	108	Y	U17MC
5	David Goodlad	104	Y	Bolton
= 6	Lauren Hewitt	99	Y	Wigan
= 6	Stephen Holmes	99	Y	Clitheroe
8	Andy Crawley	98	Y	Warrington
9	Steve Johnson	89	Y	U17MC
10	John Wadsworth	86	Y	Lancs AC
11	James Swallow	83	Y	Bolton
12	Steve Wilson	78	Y	Longton
13	Gregory Williams	73	Y	Warrington
14	Chris MacMahon	70	Y	U17MC
15	Ian Daws	68	Y	Clitheroe
16	James Squires	63	Y	Clitheroe
17	Garry Sherriff	60	Y	Bolton
18	Jonathon Kennedy	57	Y	Warrington
19	Eric Wilcockson	55	Y	Bolton
20	Jack Mather	49	Y	Bolton
21	Stephen Kennel	43	Y	Clitheroe
22	Dave Graves	41	Y	Bolton
23	Marcus Kennedy	35	Y	Warrington
24	Matthew Hewlett	29	Y	Clitheroe
25	Victoria Swallow	27	Y	Bolton
26	Ian Swallow	25	Y	Bolton
= 27	Jonathon Cragg	17	Y	G&PMC
= 27	Dale Thomas	17	Y	Clitheroe

U18 Championship

O/A	Competitor	pts	Club
= 1	Jessica Crawley	130	Warrington
= 1	James Robinson	130	U17MC
3	Matthew Nicholls	82	U17MC
4	Daniel Millward-Jackson	42	U17MC
5	Joseph Cropper	31	U17MC



CHAMPIONSHIPS

2019

2019 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	1323	1	1
Bolton-le-Moors CC	1055	2	2
Warrington & DMC	925	3	3
Liverpool MC	841	4	4
U17MC-NW	829	5	5
Longton & DMC	806	6	6
Wigan & DMC	386	7	10
Preston MC	255	8	16
Division B		Position	
Club	Points	Div	O/A
Garstang & Preston MC	585	1	7
Airedale & Pennine MCC	435	2	9
Stockport 061 MC	381	3	11
Accrington MSC	303	4	12
Blackpool South Shore MC	290	5	13
Wallasey MC	261	6	14
Matlock MC	257	7	15
Pendle & DMC	216	8	17
Division C		Position	
Club	Points	Div	O/A
Knutsford & DMC	486	1	8
Knowldale CC	143	2	18
Manx AS	139	3	19
Hexham & DMC	136	4	20
Mull CC	113	5	21
Lancashire A.C.	106	6	22
Lightning MSC	27	7	23
High Moor MC	0	=8	=24
CSMA (NW)	0	=8	=24
2300	0	=8	=24
Motor Sport North West	0	=8	=24

Updated 12th December 2019

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Tim Millington	291	Warrington	Y
2	Brian Wragg	251	Liverpool	Y
3	Amanda Baron	194	Wallasey	Y
4	Maurice Ellison	187	Clitheroe	Y
5	Sean Robertson	147	Liverpool	Y
6	Tracey Smith	147	Accrington	Y
7	John Harden	124	Liverpool	Y
= 8	Andy Fell	117	Liverpool	Y
= 8	Robert Rankin	117	Liverpool	Y
= 8	David Hunt	117	Liverpool	Y
11	Paul Smith	110	Liverpool	Y
12	Judith Pegram	97	Liverpool	Y
= 13	Jack Mather	80	Bolton	Y
= 13	Dave Barratt	80	Accrington	Y
= 15	Bill Gray	77	Liverpool	Y
= 15	Robert O'Brien	77	Liverpool	Y
= 15	William O'Brien	77	Liverpool	Y
18	Steve Lewis	70	Clitheroe	Y
19	Alan Shaw	62	Pendle	Y
= 20	Barry Wilkinson	60	Pendle	Y
= 20	Les Eltringham	60	Pendle	Y
= 20	Les Fragle	60	G&PMC	Y
= 20	Rod Brereton	60	Pendle	Y
24	Peter Wright	57	Pendle	Y
= 25	Ian Mather	50	Bolton	Y
= 25	Lindsay Mather	50	Stockport	Y
= 25	Kevin Jessop	50	Liverpool	Y
= 25	Matthew Pegram	50	Liverpool	Y
= 25	Duncan Dixon	50	Liverpool	Y
= 25	Debbie Watts	50	Liverpool	Y
= 25	Ian Mills	50	Pendle	Y
32	Geoff Maine	47	Liverpool	Y
= 33	Steve Smith	40	Accrington	Y
= 33	Ian Curlett	40	Liverpool	Y
= 33	Garry Marriott	40	Wallasey	Y
= 33	Pete Barrett	40	Pendle	Y
= 33	Chris Woodcock	40	Clitheroe	Y
= 33	Heidi Woodcock	40	Clitheroe	Y
39	Phil Howarth	37	Liverpool	Y
= 40	Andy Crawley	34	Warrington	Y
= 40	Jessica Crawley	34	Warrington	Y
= 40	Dave Graves	30	Bolton	Y
= 42	David Mitchell	30	Liverpool	Y
= 42	Ian Swallow	30	Bolton	Y
= 42	Gary Sherriff	30	Bolton	Y
= 42	Dave Collier	30	Liverpool	Y
= 42	Peter Wright	30	Liverpool	Y
= 42	Peter Wilkinson	30	Pendle	Y
= 42	Ken Wilkinson	30	SO61 MC	Y
= 42	Mark Wilkinson	30	SO61 MC	Y
= 42	Peter Schofield	30	Pendle	Y
= 42	Gary Marriott	30	Wigan	Y
= 42	Alan Smith	30	Wallasey	Y
= 42	Sean Flint	30	Wallasey	Y
= 42	Jim Livesey	30	U17MC	Y
= 55	Jo Evers	20	Bolton	Y
= 55	Alex Brown	20	Bolton	Y
= 55	Robin Turner	20	Bolton	Y
= 55	Eric Wilcockson	20	Bolton	Y
= 55	Stephen Mather	20	Bolton	Y
= 55	Melanie Morgan	20	Bolton	Y
= 55	David Gee	20	Liverpool	Y
= 55	Mark Jagger	20	Liverpool	Y
= 55	Tom Roche	20	Liverpool	Y
= 55	David Doidge	20	Liverpool	Y
= 55	Mark Jagger	20	Liverpool	Y
= 55	James Sharples	20	Preston	Y
= 55	Julie Sharples	20	Preston	Y
= 55	Peter Sharples	20	Preston	Y
= 55	Terry May	20	Preston	Y
= 55	Graham Williams	20	Wallasey	Y
= 55	Steve Johnson	20	U17MC	Y

Only Showing those Marshals
that Have Qualified (69)
147 Marshals have scored points

2020 SD34MSG Under 18 Championship Registration Form

Name

Address

..... Post Code

e-mail Tel No Home

Mobile SD34 Nominated Club (1 only)

Age on 1st January 2020 DOB

Competitor Signature Date

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

Parent Name

Parent Signature Date

Parent Information (If different to above) Address

..... Post Code

e-mail Tel No Home

Mobile

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

SD34MSG Under 18 Championship Regulations

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

Scoring

For championships which work out overall positions by Index of Performance (as per the SD34MSG Index of Performance system and rules) the Under 18 registered competitor with the best index in the event will be awarded one point for each under 18 championship contender, or 10 points whichever is the higher, and second placed one point less, etc. i.e The 2nd best index 1 point less, 3rd best index 2 points less and so on till all eligible registered Under 18 competitors have been awarded their points.

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

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

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

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

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

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

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

2020 SD34MSG Championship Registration Form

Please register me for the SD34 Championships indicated below.

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

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

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

Please note all our (SD34MSG) Competitions are

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

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

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

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

Registration fees may also be paid by bank transfer to:

Lloyds Bank

Sort Code: 77-76-05

Account Number: 49052568

Please enter your full name as the reference

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

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

SD34MSG

Championship Classes for 2020

Non Race / Non Rally

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

Sprint & Hillclimb

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

Stage Rally

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

Road Rally

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

2020 SD34MSG Calendar : January - April

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

Sprint & Hillclimb

Stage Rallies

Road Rallies

Non Race/Rally

Training

Classic & Targas

Others

2020 SD34MSG Calendar : May - August

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

Sprint & Hillclimb

Stage Rallies

Road Rallies

Non Race/Rally

Training

Classic & Targas

Others

2020 SD34MSG Calendar : September - December

04+05-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Prom
5-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree
6-Sep	Sprint	Yes	Longton & Dist MC	Sprint 5	3 Sisters, Wigan
12-Sep	PCA	Yes	Under 17 MC NW	U17MC PCA 4	Blackburn Services Jt 4
12-Sep	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 4	Blackburn Services, Jt 5
13-Sep	PCA	Yes	Under 17 MC NW	U17MC PCA 5	Blackburn Services Jt 4
13-Sep	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 5	Blackburn Services, M65
13-Sep	Autotest	Yes	Under 17 MC NW	U17MC Autotest 2	Blackburn Services, M65
13-Sep	PCA	Yes	Airedale & Pennine MCC	A&PMCC PCA 9	Rock & Heifer, Bradford
19/20-Sep	Road Rally	Yes	Clitheroe & Dist MC	Taybridge Clitheronian Rally	Lancashire-Yorkshire
3-Oct	Sprint	Yes	Longton & Dist MC	Sprint 6	Anglesey Circuit
4-Oct	Sprint	Yes	Longton & Dist MC	Sprint 7	Anglesey Circuit
10+11-Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull
11-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
11-Oct	PCA	Yes	Airedale & Pennine MCC	A&PMCC PCA 10	Rock & Heifer, Bradford
18-Oct	PCA	Yes	Warrington & Dist MC	WarDMC PCA 5	Wern Ddu, Ruthin
06+07-Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
7-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Stages 2019	Oulton Park
8-Nov	PCA	Yes	Airedale & Pennine MCC	A&PMCC PCA 11	Rock & Heifer, Bradford
14/15 Nov	Road Rally		North Humberside MC	Beaver Rally	North Humberside
15-Nov	Stage Rally	No	CDMC / Malton MC	Malton Forest Rally	
5-Dec	Training	No		FMOS & Fire Training	Blackburn Services, M65
5-Dec	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 7	Blackburn Services, M65
5-Dec	PCA	Yes	Under 17 MC NW	U17MC PCA 7	Blackburn Services, M65
6-Dec	Autosolo	Yes	Accrington MSC	AMSC Autosolo 2	Blackburn Services, M65
6-Dec	Autotest	Yes	Accrington MSC	AMSC Autotest 2	Blackburn Services, M65
6-Dec	PCA	Yes	Accrington MSC	AMSC PCA 2	Blackburn Services, M65
13-Dec	PCA	Yes	Airedale & Pennine MCC	A&PMCC PCA 12	Rock & Heifer, Bradford

Sprint & Hillclimb

Stage Rallies

Road Rallies

Non Race/Rally

Training

Classic & Targas

Others

SD34MSG 2020 Championship Rounds by Discipline at a Glance

Sprint & Hillclimb Championship 2020

Date	Event	Organising Club
25 April	Aintree Spring Sprint	Liverpool MC
16 May	Blyton Sprint Day 1	Longton & DMC
17 May	Blyton Sprint Day 2	Longton & DMC
6 June	Barbon Hillclimb	Liverpool MC
14 June	3 Sisters Sprint	Longton & DMC
26 June	Anglesey Sprint	Longton & DMC
27 June	Aintree Summere Sprint	Liverpool MC
4 July	Barbon Hillclimb	Liverpool MC
15 July	Scammondon Hillclimb	Pendle & DMC
5 Sept	Aintree Autumn Sprint	Liverpool MC
6 Sep	3 Sisters Sprint	Longton & DMC
3 October	Anglesey Sprint Day 1	Longton & DMC
4 October	Anglesey Sprint Day 2	Longton & DMC

Non Race/Rally Championship 2020

Date	Event	Organising Club
9 Feb	AutoSolo, PCA	Bolton-le-Moors CC
9 Feb	PCA Rock & Heifer	Airedale & Pennine
15 Feb	AutoSolo PCA	U17MC
16 Feb	AutoSolo, PCA, Autotest	Accrington MSC
8 Mar	PCA Rock & Heifer	Airedale & Pennine
5 April	PCA Wern Ddu	Warrington
12 April	PCA Rock & Heifer	Airedale & Pennine
20 April	Trial	Airedale & Pennine
2 May	PCT Rock & Heifer	Airedale & Pennine
10 May	PCA Rock & Heifer	Airedale & Pennine
17 May	AutoSolo, Autotest PCA	CSMA
24 May	Trial	Airedale & Pennine
6 June	PCT Rock & Heifer	Airedale & Pennine
14 June	PCA Rock & Heifer	Airedale & Pennine
15 June	PCA Wern Ddu	Warrington
21 June	AutoSolo, Autotest PCA	CSMA
4 July	PCT	Airedale & Pennine
12 July	PCA Rock & Heifer	Airedale & Pennine
18 July	AutoSolo, PCA,	U17MC
19 July	AutoSolo, Autotest	U17MC
19 July	PCA	Hexham & DMC
19 July	PCA Wern Ddu	Warrington
1 August	PCT	Clitheroe
9 August	PCA Rock & Heifer	Airedale & Pennine
23 Aug	PCA Wern Ddu	Warrington
31 Aug	AutoSolo	Bolton-le-Moors
12 Sep	PCA AutoSolo	U17MC
13 Sep	AutoSolo, Autotest PCA	U17MC
13 Sep	PCA Rock & Heifer	Airedale & Pennine
11 Oct	PCA Rock & Heifer	Airedale & Pennine
18 Oct	PCA Wern Ddu	Warrington
8 Nov	PCA Rock & Heifer	Airedale & Pennine
5 Dec	PCA AutoSolo	U17MC
6 Dec	AutoSolo, Autotest PCA	Accrington
13 Dec	PCA Rock & Heifer	Airedale & Pennine

Stage Rally Championship 2020

Date	Event	Organising Club
1 Mar	Lee Holland	G&PMC
1 Mar	Questmead Stages	Warrington
21 Mar	Northwest Stages	MSNW
19 Apr	Altratech Stages	S061MC
10 May	Compbrake Stages	Wigan & DMC
15/16 May	Manx Nat, Chris Kelly	Manx AS
16 May	Plains Rally	Knutsford & DMC
14 Jun	Keith Frecker Stages	Blackpool SSMC
19/20 Jun	Argyll Rally	Mull CC
5 July	Enville Stages	Warrington & DMC
9 August	Heroes Stages	PDMC & G&PMC
4/5 Sep	Promenade Stages	Wallasey MC
10/11 Oct	Mull	Mull CC
11 Oct	Adgespeed Stages	Wigan & DMC
6/7 Nov	PokerStars	Manx AC
7 Nov	Neil Howard	Bolton-le-Moors CC

Road Rally Championship 2020

Date	Event	Organising Club
25/26 Jan	Ryemoor Trophy Rally	Malton MC
22/23 Feb	John Robson Rally	Hexham & DMC
4/5 April	Primrose Trophy Rally	Clitheroe & DMC
2 May	061 Targa Rally	S061MC
13/14 Jun	Memorial Rally	G&PMC
19/20 Sep	Clitheronian	Clitheroe & DMC
14/15 Nov	Beaver Rally	Beverley & DMC
20 Nov	Knutsford ~Targa	Knutsford

5 Rounds to Count

Training Dates 2020

Date	Event	Venue
25 Jan	Marshals Training Day	(MSUK) Oulton Park
15 Feb	Intro 2 Marshalling + Fire	J4 M65
15 Feb	Multi Discipline Training	Wern Ddu
18 July	Fire Training	J4 M65
5 Dec	Fire Training	J4 M65

Clitheroe & District Motor Club



The Club Meets at 8-30pm

Every Tuesday

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

M/R 103 / 730.25 436

Website : www.clitheroedmc.co.uk

Whats on in January 2020

Tuesday 7th January
Christmas Sweater Night

Tuesday 14th January
Committee Night

Tuesday 21st January
John Midgley



Tuesday 28th January
1st of the 2020 Scatter Series

Clerks of Course
Seddy & Sam

O/S maps 102 & 103
Sign on from 19:30
1st Car away 20:01
Waddington

What happened at CDMC in December

December 3rd Scatter (R7) - Final round

2019 Scatter Rally Series Following R7 December 3rd Best 6 Scores to Count

Drivers			Navigators		
O/A	Competitor	Pts	O/A	Competitor	Pts
1	Ben Mitton	138	1	Levi Nicholson	136
2	Paul Pendleton	123	2	Harris Halgate	123
3	Paul Redford	107	3	Sam Ambler	97
4	Matt Simon	93	4	James Squires	94
5	Steve Cotton	86	5	Georgie Cotton	63
6	Dan Sedgwick	71	6	Alivia Corps	59
7	Matt Hewlett	66	=7	Francesca Redford	54
8	Connor Stapleton	59	=7	Terry Martin	54
9	Mark Johnson	54	=9	Tommi Meadows	53
10	Mark Walker	50	=9	Dan Sedgwick	53
11	Jason Marriott	48	11	Mark Dobson	48
12	Colin Blunt	45	12	Jez Turner	37
13	Phil Shaw	33	13	Elliott Shaw	33
14	Domonic McTear	30	=14	Connor Stapleton	30
=15	Tony Vart	23	=14	Paul Redford	30
=15	John Gribbon	23	16	Ashley Blunt	25
=15	Gareth Shepherd	23	=17	Rob Cotton	23
18	Danny Poole	20	=17	Maurice Ellison	23
19	Rob Cotton	18	=19	Liam O'Kane	20
=20	Stephen Holmes	17	=19	Derek Lewin	20
=20	Matt Furbish	17	21	Erin McNally	18
=20	Pete Messer	17	=22	Martin Daws	17
23	Sam Coombes	16	=22	Sam Mitton	17
24	Nick Bulmer	14	=24	George Postlethwaite	16
25	Connor Stubbs	13	=24	Chris Hewlett	16
			26	Ben Williams	14
			27	Nick Melsome	13

Saturday 14th December Xmas Beer Rally



Tuesday 17th December Christmas Party



Christmas Beer Rally

I would just like to thank all competitors on today's Beer rally for turning out today- a tricky day in which to make one's excuses from the Christmas shopping! A good event was hopefully enjoyed by a small entry . . . quality ale, food and company . . . and if anyone handed in a thong (waist 40) . . . its mine!!

Tony Vart : Clerk of Course

Christmas Party

As always an excellent night out with good company and good food accompanied by the usual Party activities and games courtesy of Heidi Woodcock.

**Merry Christmas
and a
Happy New Year
to all our Members & Friends**

2020 Scatter Series Dates

R1	Tuesday January 28th	102 & 103
R2	Tuesday 25th February	
R3	Tuesday 24th March	
R4	Tuesday 29th September	
R5	Tuesday 20th October	
R6	Tuesday 17th November	
R7	Tuesday 1st December	

Best 6 Scores to Count

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**

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

Sunday Feb 9th

Entries - John Rhodes : rhodesj3@sky.com



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



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

Bolton-le-Moors CC

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



Liverpool **Motor Club**



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

Marshals

We need marshals for our Sprints on
the historic **Aintree Circuit**
on 25th April, 27th June
and 5th September
and for the
Speed Hillclimbs at
spectacular Barbon Manor
on 6th June and 4th July.

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

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

Don't want to go track-side?

You could also help at start-line, or in the assembly area.

Interested? For more information, see our website at

www.liverpoolmotorclub.com

or you can contact LMC's Chief Marshal Bill Gray
Via the Liverpool MC Website

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

Longton & DMC



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

www.longton-dmc.co.uk

Longton's Annual Dinner and Presentation of awards takes place on Saturday January 18, 2020.

The fun starts at 6.30 for 7.30 and as usual the event is at Barton Grange Hotel, Barton, Preston, PR35AA.

Tickets are £30 each and can be booked online at www.longton-dmc.co.uk



ANOTHER AWARD FOR LONGTON

Longton chairman Graham Malcolm received the Riseley Award from BARC Midlands in recognition of the club's organisational skills.

He is pictured at Anglesey with his wife (and club secretary) Margaret accepting the shield from John and Penny Riseley. They explained that the award was for the organisation, or individual, which the Centre felt had been of greatest assistance to it over the previous year.

'Towards the end of 2018 the opportunity arose for the Centre to organise some events at Three Sisters circuit. The fact that this was able to be done in 2019 was due, in no small part, to the advice, support, and help which was received from Longton & DMC. So, it was felt that this year there could only be one recipient. Thank you to Longton Committee, members, marshals and competitors.'

LONGTON NORTHERN SPEED CHAMPION, 2019 ROBBIE BIRRELL



Long-time Longton competitor Robbie Birrell put in a faultless series of performances to romp away with the Northern Speed title. The Ramsbottom resident was unbeaten in class all year and throughout the season looked a very strong contender for the championship.

His early years in speed events were spent in a Caterham 7, famous for putting in impressively fast times whilst being scarily sideways at just about every corner. He took a few years out to go successfully circuit racing in that car.

The next steed was a Radical and he didn't hang around in that either. Unfortunately, things ended badly when he crashed it at high speed at Anglesey. Later, he took to his present set of wheels – a roadgoing (in the true sense of the word; he drives it to meetings) Lotus Exige V6 Cup in which he entered, and won, occasional events in 2018 when he had to run in the modified sportscar class.

In 2019 the 2200cc limit in Class 1F, for non-ferrous chassis sportscars, was removed. This class had traditionally been the domain of relatively old 1800cc Lotus Elises and those competitors' hearts must have dropped when Robbie rocked up in his Exige with a 3,500cc supercharged V6 in the back!

But you've still got to drive it. And Robbie certainly did that, setting a host of class records and seemingly enjoying every minute of it. In the true roadgoing spirit he stripped the numbers off the car one Saturday afternoon in Blyton, drove home for a party and returned across the Pennines the next morning to slap the numbers back on and successfully compete on Sunday.

LONGTON SPRINT SERIES CHAMPION, 2019 - ROB LOFTUS

Sprint Series winner Rob Loftus took full advantage of a strong start to his season at the April Anglesey meeting. His Mitsubishi Evo 7 was up against a double-driven Porsche 911 on both days – and he twice recorded quick times to set new class records and scoop the maximum 104 points.

He put in a repeat performance at the Blyton weekend in May with new class records but, with only one other car in the generally little-supported Class 3C for Modified Saabns over 2000cc, was restricted to a maximum score of 101 on both days.

The last championship round he contested – the Three Sisters two lapper in August – showed even less competition – he ended up alone in class and despite setting another new record could only claim 100 points. However, the early scores were enough to give him a clear lead at the end of the year over his closest contender, the always committed Richard Forber in his roadgoing Renault Clio.

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

2020 Annual Dinner & Awards Night

Friday 21st February
18:00 - 23:30

Larkspur Lodge,
Bexton Lane,
Knutsford,
Cheshire, WA16 9BQ



Matlock MC

Meet

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



Garstang & Preston Motor Club



www.gpmc.org.uk

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

2019 Awards Night
Friday
21st of February
2020

for tickets & Menu Options
Contact [David Nolan](#)

£21.50 pp
19:00 for 20:00



WALLASEY MC

The Club Meets Every Monday
at 9-pm.

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



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

Warrington & DMC

WDMC

WARRINGTON & DISTRICT
MOTOR CLUB

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

www.warringtondmc.com

Jamie Edwards & Craig Parry Tuesday 26th November 'Co-Drivers & Pace Notes'



Fantastic night massive thank you to Jamie Edwards and Criag Parry for an interesting insight in to the Roll of the navigator and pace notes brilliant

Many thanks to all the competitors who attended to make it a great night at the Antrobus golf club who made us all very welcome.

And a big thanks to Malcolm and Rick Hague for setting up the pa stuff .

Ps I was great to see 50+people for lots of different clubs coming together what a fantastic night



Hexham & DMC

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



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

Motorsport.Gifts

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

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

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



Image courtesy of Jez Turner
2019 Winners – Richard Hunter / Ian Tullie

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



Knowldale Car Club



Meet every Tuesday night from 9pm
at Milnrow Cricket Club

Knowldale Car Club



The John Clegg Mini Miglia Tour

Classics/Collectors **2020** One Make Car Clubs
Supported by JC Mills Ltd

Saturday 14th March 2020

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

With most rally series calendars having come to a close Blackpool South Shore Motor Club members made the most of the limited opportunities during November and December to get some rally action before the year end.

On the Targa front Quentin James and Tom Howe made the long trek to Pitlochry, a round trip well in excess of 500 miles, in order to contest the final round of the NESCR series. The Citroen C2 GT crew finished 13th overall and 4th in class.

A fortnight later they headed north of the border again, this time to Dumfries and Galloway to contest the inaugural Solway Coast Targa Rally held over the challenging roads of the Dundrennan Military Ranges. Icy conditions prevailed and the South Shore crew were just one of many to lose traction and visit the scenery. Fortunately they recovered from their excursions with little damage to the car to finish the event eighth overall, picking up the second in class awards in the process.

Gary Dillon and Dave Riley headed over to Lincolnshire to tackle the Hall Trophy Rally at Blyton. A third stage spin cost a few seconds but worse was to come on stage five with the start of gearbox problems that persisted through that and the following test. Fortunately the crew were quick to identify the problem as being related to the selector turret and swapped it for a new part in time to contest the final four stages. With their Honda Civic Type R now restored to full health they completed the rally 26th overall and 5th in class.

John Stone's trip to the Isle of Man to compete on the Pok-erstars Rally didn't go quite to plan. Partnered by Charlotte Shimmin in the Legend Fires Ford Fiesta WRC a turbo issue ended their rally with just a couple of stages remaining whilst lying in sixth place.

It was a better outcome for Nick West who teamed up with Lightning Motorsport Club member Chris Melling on the Roger Albert Clark Open Rally. With Melling at the wheel of his Peugeot 205 GTi the pair finished 13th overall and 2nd in class.

It was a day of mixed fortunes for those members who contested the Hippo Motor Group Grizedale Stages Rally. Club bragging rights went to Simon Bowen and Richard Robinson who finished ninth on their first gravel rally in their Andrews Bowen backed Ford Fiesta S2000T.

For Mark Holmes and Craig Simkiss this was a first forest rally outing in a four-wheel drive car for sixteen years. They were competing in a Ford Fiesta S2000, a car similar to that of Bowen and Richardson but lacking a turbo-charger. Finishing the penultimate stage in twenty-third place a determined push through the final eighteen mile Grizedale test saw them finish the rally a more respectable seven-teenth.

Blackpool South Shore MC

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



Simon Bowen/Richard Robinson
(Ford Fiesta S2000T) – Grizedale Stages



Mark Holmes/Craig Simkiss
(Ford Fiesta S2000) - Grizedale Stages



James Ford/ Dale Bowen
(Ford Fiesta R5) - Grizedale Stages

Continued from Page 21

Unfortunately it wasn't such a good day for James Ford and co-driver Dale Bowen as their Century Autosport Ford Fiesta R5 was blighted by a pair of driveshaft failures that put an early end to their rally. With the R5 restored to full health Chris Ford then took it to Croft for the Christmas Stages where he and co-driver Neil Colman ended the day 11th overall, missing out on a top ten result by just four seconds.

Callum Cross scored a hat-trick of top ten finishes as co-driver to Ford Escort Mk2 pilot Paul Murrow. They finished tenth on both the Neil Howard Memorial and Knockhill Stages rallies and eighth on the Cadwell Stages.

Away from the tests and stages club members and cars were in attendance at the Garstang Victorian Christmas Fair promoting the 2020 Legend Fires North West Stages with Simpson's Skoda. Later that week the club held it's AGM at which it was confirmed that the Keith Frecker Memorial Weeton Stages will be held at Weeton on 14th June 2020.



Members of Garstang & Preston Motor Club and Blackpool South Shore Motor Club were on hand at the Garstang Victorian Christmas Festival in order to promote the 2020 Legend Fires North West Stages Rally in partnership with Simpson's Skoda.

The rally, which takes place next year on the 20th/21st March, will get underway with a ceremonial start from the town's High Street on the Friday evening and return late afternoon on the Saturday for a champagne finish. The rally action will take place with 60 miles of competition spread over 14 special stages all held on closed public roads.

As part of the event promotion a number of rally cars were on display at the Christmas Festival and members of the public were invited to enter a simple competition. The winner (to be announced at a later date) will then be given a high-speed ride in a rally car at a private location.

Such was the success of the 2019 event that next year's rally has been chosen to become the opening round of the Protyre Motorsport UK Asphalt Rally Championship, Britain's premier asphalt rally series. Given its new status the rally, that as in 2019 will be based at the Myerscough College, is expected to attract the top drivers from England, Ireland, Scotland and Wales

This year's rally raised in excess of £12,000 for local charities and good causes, something the rally organisers aim to emulate, if not better, in 2020. The event, organised by Motor Sport (North West) Ltd, receives full support from both Wyre Borough and Garstang Town Councils.



Principle Guests **Paul Sheard**



Sam Colman & Ashleigh Morris



Interviewed by **Malcolm Hague**



MOTOR SPORT GROUP

Awards Night

Organised by



Friday 10th of
January 2020

ANTROBUS GOLF CLUB

Fogg's Lane,

Northwich,

Cheshire, CW9 6JQ

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

£10 pp

Tickets

available from

Maurice Ellison

Email :

sd34news@gmail.com

2019 SD34MSG Championships

Final Results

Individual

1st O/A	Jessica Crawley	Warrington
2nd O/A	Adam Williams	Warrington
3rd O/A	Rob Bryn Jones	Clitheroe

U 18 Junior Championship

= 1st O/A	Jessica Crawley	Warrington
= 1st O/A	James Robinson	U17MC(NW)

Non Race - Non Rally

1st O/A	James Robinson	U17MC(NW)
1st Class A	Andrew Robinson	U17MC(NW)
2nd Class A	Andy Williams	U17MC(NW)
1st Class B	Gary Sherriff	Bolton
1st Class C	Lauren Crook	U17MC(NW)
1st Class E	Phil Clegg	Accrington

Sprint & Hillclimb

1st O/A	K.Calder	Liverpool MC
1st Class S	D.Goodlad	Bolton-le-Moors CC
1st Class 1b	Nigel Trundle	Garstang & Preston
1st Class 2	S.Wilson	Longton
1st Class 5	Nigel Fox	Clitheroe

Stage Rally

Drivers

1st O/A	Adam Williams	Warrington
1st Class C	John Richardson	Bolton le Moors
1st Class D	Gregory Williams	Warrington & DMC
2nd Class D	Paul Munro	Garstang & Preston

Co-Drivers

1st O/A	Rachael Atherton	Warrington
1st Class A	Jonathon Cragg	G&PMC
1st Class C	Eric Wilcockson	Bolton-le-Moors CC
2nd Class C	Andy Robinson	Bolton-le-Moors CC
1st Class D	Jonathon Kennedy	Warrington
2nd Class D	Lauren Hewitt	Wigan & DMC

Marshals

1st O/A	Tim Millington	Warrington
2nd O/A	Brian Wragg	Liverpool MC
3rd O/A	Amanda Baron	Wallasey MC

Road Rally

Drivers

1st O/A	Kris Coombes	Preston MC
1st Expert	Danny Cowell	Garstang & Preston
2nd Expert	Stan Featherstone	Clitheroe & DMC
1st Semi-Expert	Dave Pedley	Clitheroe & DMC
2nd Semi-Expert	Stephen Holmes	Clitheroe & DMC
1st Novice	Charles Andrews	Preston MC
2nd Novice	Ian Swallow	Bolton-le-Moors

Navigators

1st O/A	Gary Evans	Matlock MC
1st Expert	Louis Baines	Preston MC
2nd Expert	Mark Shepherd	Preston MC
1st Semi-Expert	Grace Pedley	Clitheroe & DMC
2nd Semi-Expert	Matt Hewlett	Clitheroe & DMC
1st Novice	James Squires	Clitheroe & DMC
2nd Novice	Danny Cookson	Preston MC

Paul Coombes Awards

for the Best Road Rally 2019

To Be Announced on the Night

Inter-Club League

1st O/A	Clitheroe & DMC
1st Division A	Bolton le Moors CC
1st Division B	Garstang & Preston MC
1st Division C	Knutsford & DMC

Brian Molyneux Award

To Be Announced on the Night

SD34MSG 2019 AWARDS NIGHT

Friday 10th January

Antrobus Golf Club

Fogg's Lane, Northwich,
Cheshire, CW9 6JQ

8:00pm for 8:30pm

Tickets £10pp

Maurice Ellison email : sd34news@gmail.com

REGISTER NOW FOR 2020



ROGER ALBERT CLARK RALLY

‘The Last Time ?? ‘

The Roger Albert Clark Rally has to be the greatest forest rally challenge in the UK. Over 300 stage miles, spread across 5 days and 3 countries. Having ticked this box several times, 2006/7/9/10 and 11 all with varying degrees of both success and failure It had to be done one last time

Once deposit was paid, that was it, no going back, and preparations begun. A quick what's app message sent, and team members were sorted with a mixture of both old hands and new blood for this years event.

Crew sorted, accommodation booked, just needed a car. Having sold my rwd Legacy after the 2010 Roger (stupid boy) I had to chance to buy it back a couple of years ago, so the plan was to rebuild her over the summer ready for November. But with the pressure of work and then breaking 5 ribs after a scaffold collapsed, I had to look for a alternate car. Although we have used the trusty 'Tara' all year, I didn't want to subject her to the pounding I knew she would get running at the back of the field. Quick scan of t'internet and found a nice Astra for sale on Skye. Red top, throttles bodies, dog box and a proven forest racer to boot. With the Astra imported back to Inverness, and turned into a GM Eurosport replica, she was loaded up and taken south to Skipton the week before the rally to help making the trip to Leominster easier

Wednesday the 20th at 05.15, and we head south. Me driving motorhome, Ruth driving my Mitsi L200 with box trailer loaded with spares, and Linda in her car. Collected Iain in Perth, and after a quick sausage n egg muffin the next stop is Lymm services to meet the Skipton gang with rally car.

Arrived at service area in Leominster late afternoon. Marked out a area with motorhome and trailer ready for

the following day, then back to the farm where we were staying for a couple of days

With us not due to start till after 19.00 on Thursday, we thought there was no point in getting there to soon, and having to hang about all day. WRONG got there late afternoon to total chaos. Cars and vans everywhere and some knob with his flashy Mk2 Escort parked right in front of our space. With a little use of Yorkshire tact (feckin move it before I do) we were set up. With scrutineering done and us signed on, it was time to relax. Management crew arrived just before dark and we were ready to go.

As our start time approached, we heard that first there was fog on the first stage at Radnor and that we might only get one run instead of two. 19.10 and we are over the start ramp and on the run out to SS1. Arrived in plenty of time to be told that stage was cancelled and to drive through non comp. What a let down, although you could hardly see past the bonnet.

Friday morning dawned bright and clear for the run out to Epynt. Having never driven the car on gravel before, we went for the safe approach to start with. The days stages went fine without any problems apart from a quick trip into a ditch on the last one in the dark. Car never missed a beat and only needed fuel and wheels cleaning at service. Car loaded onto trailer for the mammoth drive up to Carlisle, ready for day 3. 84th overall and 17th in the open rally was not to bad for the first day.



Continued on Page 26

Roger Albert Clark Rally **Continued from Page 25**

Arrived in Carlisle around 23.00 and decided that we didn't need to work on car until the morning as she only needed a quick check over. Saturday, and we're heading to Killer Kielder. First up is two runs at Kershope with service in between them. After about 4 miles we came to a stretch which had just been resurfaced with what looked with 50 mm clean stone, and about 300 mm deep. It was as rough as *&% and had to be driven in 1st gear. I think even a comp safari buggy would have struggled, never mind the poor little category 1 cars that had to go over it. Second run through and we catch and pass 2 cars (must be getting the hang of this front wheel malarkey). At service we noticed a bit of play in n/s front wishbone and decided to change it, only to find that replacement had not been strengthened, so stuck with the original for now. After a quick plea on FB and a few private messages a welder was sourced courtesy of the SM Autocare boys who were at Greenside service area. 2 more stages in Clintburn and Chirdonhead before service at Kielder and the night stages. Harwood was next and omg was it foggy. We were caught and passed by Jonny Foreigner in his escort after 3 miles. How the hell he could see where he was going beats me. We tagged on as long as we could, but once out of sight that was it, back to crawling along. Still caught and passed somebody though. Pundershaw and Padderburn were ok with only patchy fog in places, and with another clean run we were back to Carlisle for the overnight halt, 63rd o/a and 14th in the open. Service crew changed wishbone but also found that rear pads were worn out due to caliper not sitting correctly on slide. They couldn't find replacements so another FB plea before bed time.

Sunday, which means it's Scotland day. Tried in vain to find rear pads. Even local scrap yard didn't have any. Rallying is all about fabrication or bodging as we call it, to get the car to the end. Swapped the rear pads round so good pad was on braking side and covered other side of disc in grease and put remains of worn out pad back in. Problem solved. First stage was just off the M74 at Greskine which was very rough at the start with a little fog thrown in for good measure. Ae is a great stage, with a mixture of tight and twisty and open sweeping corners. Service at Lockerbie truck stop and the boys have tracked down Mr Mintex who has some pads . They don't fit, but with a little cutting and grinding they do. Back to the very rough Greskine and Ae and all is good with the car. Service at Lockerbie again before the final 5 stages with management service only in the dark to complete. Two runs at Twiglees and Castle O're and one run at Craik. Twiglees is a great stage, with a very loose surface but fairly smooth. Into Castle and the notes don't quite match where we are for the first mile or so. We get back on it by junction 2, but it has thrown our confidence a bit. All good next time round and then the long run back to Carlisle 58th o/a and 15th in open

Monday. The final day. 75 miles in Kielder. Ending with a mighty 18 miler in Bewshaugh, done twice. Short stage in Whitrope first. Great fast and flowing, but I could start to smell oil near end of it. A quick look on road section, but no sign of a leak. Next up is Falstone , just north of the dam. My favourite of the whole event. Unfortunately our foreign friend liked the look of the Christmas trees in there, so he decided to cut a few down just in from the start. With service at Greenside car park the boys checked everywhere for oil leaks but nothing and level in tank was correct. 3 stages to go and would she hold out till then end.

Bewshaugh next. At 18 miles, the longest and most challenging on the event. 21 minutes and 55 seconds later and we are at the finish. Smell of oil stronger, but she still revved to 7000 ok. At service we decided that we couldn't catch the car in front and we couldn't be caught by the car behind, so would try and preserve engine by only revving to 5500. Dropped 45 seconds on second run in Falstone, but still had plenty in hand. All that stood between us and a finish was that 18 miler. Everything was going according to plan until about half a mile from the finish. You know the moment you go NO NO NO but just at the last minute you get away with it, well that was it, close or what. Across the flying finish and yes we've done it. First time ever without having to use super rally

Back to the utter chaos at the finish in Carlisle and we are 53rd o/a and 11th in the open. Chuffed
Job done and not a scratch on the car.

Big thanks to the organisers, Marshall's, medics, radio blah blah

BIGGER THANKS to my awesome team, I couldn't have done it without you

Iain, for a great job on the notes on only his 4th event co driving,

Keith and Vaughan for management duties and eating cake

Joe and Sam for service and fabrication

Ruth, Linda and Heather for keeping us all fed and watered

'Angie ' the Astra for putting up with my shite driving

SO THE BIG QUESTION IS WAS IT THE LAST TIME ?

Kevin Jaffrey

Salisbury & Shaftesbury CC Bustard Targa

30th November

For my final competitive outing of 2019 I ventured the short 5hr journey down to Glastonbury to compete on the Bustard Targa Rally.

Having never previously competed across the border in England, I was unsure of what to expect. The event promised a mammoth 32 miles of tests, a late start and an early finish. I was very intrigued!

Partnered once again by the excellent Lewis Griffiths, one of the first major differences from previous targa events we'd done was that this one would partially be on tulips, quite the challenge.

In the lead up to this event I had incredible difficulty in trying to source suitable tyres, what has proven to be quite a theme this year! In the end I had 4 tyres but couldn't afford a puncture!

The first test of the day put us straight in at the deep end. Over 4 miles long, all on tulips, sadly we made a couple of wrong slots (with several junctions left open, this was quite an easy thing to do, as several other crews would attest to!) dropping us about 45s. Still the test venue was incredible!

For the 2nd test we were back on more familiar territory of maps. This flowed really well, with us setting the 2nd quickest time. I was delighted by this, especially at a new venue!

On the 4th test we began to click with regards to using tulips, setting a very respectable 4th quickest time. At this point we were leading our class, but only narrowly!

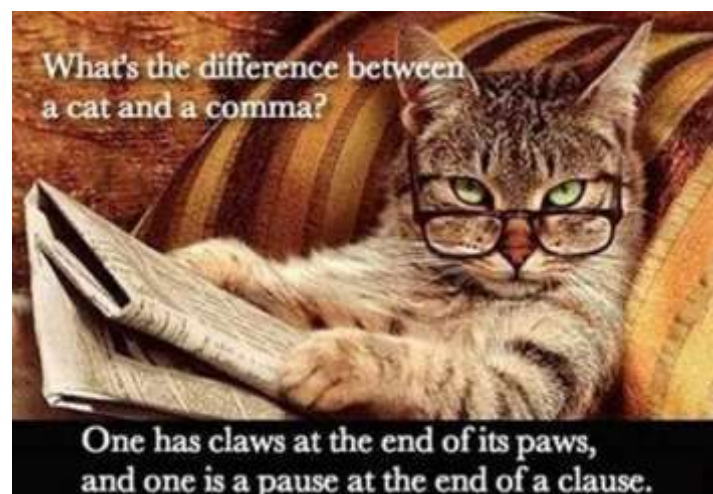
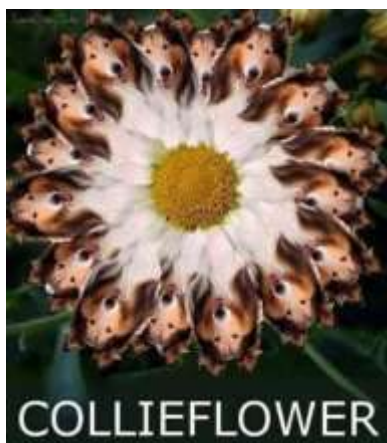
Things unravelled spectacularly on the 5th Test. A mistake by me sent us on a massive detour of some of the unused roads, eventually coming across another competitor travelling towards us and resulting in us losing almost 2min. Things were further compounded when trying to make up lost time and we got a puncture. So that was that, game over at halfway, what a bummer!

I would like to thank the organisers for all their efforts in running what was a very enjoyable day, even if we did finish a little earlier than planned! I would definitely consider returning to the Bustard Targa, but feel all junctions not in use should be closed off. Luckily, we didn't come into contact with another competitor, but the possibility of this happening was definitely there and I think it is probably a good idea to remove it.

Now for a spot of testing and some big decisions to be made over the winter, to make the Micra quicker or not??

Merry Christmas and Happy New Year to all!

Alistair Dodd



South West Double

Bevan Blacker/Niall Frost

Salisbury & Shaftesbury Motor Club

Great Bustard Targa Rally

The South West had not been a happy hunting ground in 2019; 10 miles into The Bagger in January the clutch cable had snapped and a 6 hour journey south was called into question, along with our sanity, which can happen when you come away with 20 minutes of seat time and a DNF. However friends were made and gauntlets were laid down, The South West Double, were we game?

For those not aware this consisted of a 30mile Targa Rally around Worthy Farm, home of Glastonbury Music Festival, on Saturday, the first time this format had been trialled yet a clear descendant from the legendary Great Bustard Endurance Rally. Worth Birkill and his team from Salisbury & Shaftesbury Motor Club are popular organisers in the south and rightly so for they laid on an amazing test of driver, navigator and machine. The Targa scene is really booming in the South West and they've had a championship in 2019 continuing in 2020, for those considering it, just get on and do it.

From a navigators perspective I had heard about the tulip diagrams and sub-tests and was thinking I would be up and down watching the tripmeter all day. In reality I didn't switch it on and navigated these tests by "short, medium, long" distances which worked quite well but the slots were so numerous and so close together you were just shouting them out as soon as they appeared. It just flowed so well and with tests ranging from 5 to 10minutes this wasn't car park stuff.

In addition we had 4 map based tests which provided another level of challenge, lots of detail and faint crossroads with numerous passage checks and sneaky route checks to catch out those not paying attention, absolutely brilliant.

We had no expectations of the event, the seeding had us at 9, which we were perfectly happy with as you never want to be too close to the front on a Targa. Carnage was engaged from Test 1 with a number of cars damaging the fence and some being put out for the rest of the day, not many were surprised when car 2, Owen Turner/Rachel Vestey posted a time 17 seconds quicker than the rest of the field, headed by us.

John Davies/Jamie Mills took the spoils on Test 2 although their charge was short lived in the Puma as a broken driveshaft ended their day prematurely. Care had to be taken going from loose to grippy surface and since no nobbies were allowed on this event finding grip and holding momentum was massively important.

We entered Tests 4 and 5 ahead of car 8 whom we had caught earlier and Bevan set down to work setting consecutive fastest times well clear of the chasing pack which gave us the lead of the event. I would like to claim me shouting "keep it neat" helped but I suspect it did more to distract than assist! This continued to two more fastest times where upon we were informed of our overall placing by fellow Northern raider Iain Tullie. The nerves were real.

Our final runs through were, if we are honest, scrappy and a bit tense, we were in awe of the sportsmanship of car 7 Ben Smith/Simon Harris who let us past with no loss of time, absolute gentlemen and they had their own top 10 fight on their hands eventually finishing 7th only 4 seconds off 6th, which was probably pulling over for us, sorry but thanks guys!

Teifi Valley Motor Club crew Dan Morris and Geth Johnson stormed through the final test to take fastest time and with it steal 2nd overall from Owen and Rachel. TVMC crews also grabbed 4th and I don't think that will be the last of the Welsh crews the South West Targa scene will see.

No prize giving for us, and apologies were made to the organisers after our overall win, but we had about 100kg of Worthy Farm to remove from the car. Morrisons in Wells will never invite us back after the destruction left in their jet wash! The car spun its wheels in the dirt trying to reverse out...

Barbara Carter Memorial Rally

After a day finishing at 4pm at the Targa it was time to get the car on the trailer and head south for the night rally, the Historic Motorsport South West Barbara Carter Memorial Rally organised by Daniel Pidgeon, local road rally legend and all round top bloke. Tiredness had already set in for me and a beef burger and chips did nothing to improve the situation. Plotting took a fair effort to get through for both driver and navigator, reams of grid references are certainly practical but not my favourite for getting the route down.

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South West Double Barbara Carter Memorial Rally Continued from Page 28

We had a high seeding on this event at car 5 with previous winner Brendan Wellman at car 1 with Welsh navigator Dafydd Evans in the hot seat for the first time. Other notable entrants were M-Sports Rich Millener navigated by welsh champion navigator Michael Gilbey and a further northern crew of Steve Retchless/Sasha Heriot in the flying Escort Mk2.

Lining up for MTC1 it was a pleasant and humorous sight to see Sam Spencer sprinting across the car park to regain the map he had left in our car, I am not sure how far we would have gone before realising he couldn't make it out the car park! And before we knew it, into the lanes...

Straight into a white and Mr Manston from M&H Photography was out flashing and caught some cracking shots on a 90 Right / 90 Left combo. Unfortunately the second section near Tiverton saw car 4, fellow double contenders John Davies/Jamie Mills go wrong with a miss-plot but we were bang on pace dropping just 3 seconds over the first few time to the second sections ending time card 1 with a lead of 56 seconds over car 17, Dave Webb/Shawn Layland in the little Sirion. The final time control of the section causing a number of crews to go wrong, such is the complexity of lanes and tight plotting

We dropped an unfortunate 2 minutes on the next section after I insisted we returned to check for a missing code board. It turned out just to be missing but our spin around cost us time and I was kicking myself not trusting our convictions but caution following some cheeky codeboards was overall safer. By this time Steve/Sasha and Tim Hodgson/Sam Spencer had both sadly retired after car maladies in their Escorts. Worrying times for the French car when a metallic knocking also started appearing from the rear, or could it just be spending prolonged car in the company of a straight cut gearbox?!?

Our 2 minute caution loop cost us as we ended the 2nd time-card 42 seconds behind Rich/Michael in the Corolla but into petrol we took a 5 minute lead over car 17. The fuel stop at Cullompton was empty with just us and car 2 around, Devon had taken some victims and was proving its reputation being at times a lonely place!

For those not familiar with how this event differs from perhaps your local road rallies, the lanes are tight, many not as map, the roads are broken and covered in mud and the slots are numerous. Its like a version of gravel rallying on welsh lanes but with less passage checks, brilliant.

The 2nd half on regular Barbara Carter roads was a real trial of endurance, not even a McDonalds coffee at the fuel stop was helping me and I was struggling to see my own pencil line on the map. We approach one NAM diagram and neither of us could find it on the cross roads and even when we did we couldn't figure out which way to leave. Eventually our brains deciphered it, not an organiser issue just sheer tiredness, 4 years competing together we knew what it was going to take to finish this rally and it was testing us.

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South West Double
Barbara Carter Memorial Rally
Continued from Page 29

The end of timecard 3 saw the clever addition of a short plot and bash section near Exeter Airport over 4 minutes with a closed envelope to rip open first, taking more time out of the competitor. It easily went down onto the map and we ended up waiting at the control for 20 seconds but it gave me the kick up the behind to get back into gear and concentrate to the finish.

The final timecard was where the rally really came together. Our wake up on the plot and bash lead us to set quickest time overall on TC8B, just before Barbara's house near Exmouth, 19 seconds up on previous year winner Wellman who had car issues on the first half dropping them well down. A determined charged saw them up to 4th overall by the finish and demons demolished after it came together in the 2nd half. We shipped another 40 seconds to Millener/Gilbey with 2 sections left to go and the pressure was mounting in the car. You know the driver is keen to finish when he asks for a running commentary on mile by mile countdown to the finish!

Fortunately the final 2 sections between Sidmouth and Cullompton were relatively short and pain free and a pint of Guinness with breakfast perked me up no end. A win by 3 minutes was unexpected but no less than what our performance had delivered on the night. The rally was one of the toughest, most rewarding and challenging endurance challenges we have faced, and the best description is a "mini-bagger". You might think comparing to another event is faint praise; I assure you it is not.

Giving a winners speech having won two events in 18 hours, it was all a bit surreal. It took 3 days for it to sink in and actually realise that we celebrate for weeks having won a single event, let alone two. The South West Double, if you want endurance, you need to do this. If you have lanes in the veins, you need to do this. If you want to compete on the some of the best events in the UK, you need to do this.

SW rallying, thank you. Please be closer to Yorkshire.

Bevan Blacker/Niall Frost Peugeot 106



**Photos Courtesy of
M&H Photography**





Adrian Spencer : Wigan & DMC

With only 3 weeks from the Neil Howard Rally the RED Industries, Adgespeed, ABR Fabrications backed rally team of Adrian Spencer were on tender-hooks hoping the car would be ready for the rally due to the fitting of a new engine/turbo package. As usual in rallying it was finished the just in time to set off to the PD Extinguishers Hall Trophy rally held at the Blyton Driving Centre near Doncaster which they had decided to enter as it would be a good shake down for the engine/turbo package.

Also being seeded at car 1 was a bit of a shock as seeded at car 2 was Dave Campling in his Subaru Impreza S10 WRC car and at 3 Steve Simpson of Simtek ECU fame who also maps Adrians cars in his Subaru Impreza a previous winner at the venue this year on the Jack Neil Rally and also in the past, along with other challenging crews of Darren Meadows, Martin Pavier and Steve Booth completed the top 6.

Another change for Adrian was a new codriver in Lauren Hewitt, the daughter of his regular co-driver Mark Hewitt who couldn't make it on this occassion due to other commitments.

So on a wet cold morning Adrian and Lauren headed to the startline of the 1st stage. This was going to be interesting as Adrian had only driven the car from the service area to the start line a distance of 100 yds, so had no idea of how the car would perform and being car 1 the pressure was on.

Off they went and it immediately obvious how much quicker and responsive the car felt and as they slid and splashed their way round, they completed the stage without any errors and were amazed to find themselves in the lead by 2 seconds from Steve Booth as both Campling and Simpson both had spins dropping them down the field to 15th and 12th respectively.

Stage 2 had a few moments as Adrian pushed to keep the lead, but Steve Booth topped the time sheets to take the lead by 2 seconds from Adrian who was 4th quickest behind Campling and Simpson.

Stages 3 and 4 were really good for Adrian and Lauren as they pushed on being joint fastest on 3 with Campling, to take the lead by 3 seconds from Booth, but then Adrian went fastest on stage 4 by 4 seconds from Meadows to lead the event by 11 seconds from Booth as Campling dropped down the order to 5th.



Photo Courtesy of John Wilkinson



Photos Courtesy of Kevin Money
kevin.money37@btinternet.com

Hall Trophy Continued from Page 31

A rearrangement of the stages and it was on to 5 and 6. Campling made no mistakes on these stages to take the fastest times on both, Adrian set 3rd quickest on 5 and 2nd quickest on 6 but Campling was on it and using the power of the WRC impreza took 11 seconds from Adrian to move into 2nd O/A behind Adrian. In doing so Campling had narrowed the gap to Adrian from 26 seconds down to 15.

With the conditions improving and decision was made to change tyres to a different tyre for stage 7, it was obvious that when Campling didn't make any mistakes, it was going to be very hard to beat him, but these took a bit to work and a few big moments meant that Adrian could only set 3rd quickest time, losing 9 seconds to Campling who was fastest.

With the tyres now working Adrian improved by 11 seconds but still Campling still took another 2 seconds out of Adrians lead, so at the end of stage 8 Adrian's lead was down to 2 seconds.

For the last 2 stages which were more open and flowing stages where power would have a big advantage it was time to put the lights on as it was now getting dark and thinking the lead was about to lost Adrian was surprised to take 2 seconds back from Campling who made a mistake and lost seconds with a 4th quickest time behind Adrian who was 3rd quickest.

So down to the last stage and with only a 4 second lead it was all or nothing, everything that didn't need to be in the car was removed including the spare wheel. Adrian set off into the stage driving as fast as he could and went 7 seconds quicker setting the 2nd quickest time, but it was all to no avail as Campling blitzed the stage going 16 seconds quicker than his previous run to take 7 seconds from Adrian. So the final result was Campling taking the win by 3 seconds from Adrian with Simpson 3rd, 44 seconds behind who had held on to that position from stage 6. Darren Meadows finished 4th just 4 seconds behind Simpson.

Pity the rally didn't finish after stage 9 commented a dissappointed Adrian, who had finished 2nd there before nearly 3 years ago in his then Subaru Impreza WRC S11.

But all in all it was a great days battle against some quick drivers and cars all day in the slippy conditions. It was also a great result for the team to be best of the rest behind a WRC car.

It also proved the power of the new engine/turbo package which hopefully has some more development to come which bodes well for some top results in 2020.

Adrian Spencer : Wigan & DMC



Clitheroe & District Motor Club



Picture courtesy of Beverley Warren



Neil Raven : Ilkley & DMC

Clitheroe and District Motor Club's Hall Trophy stage rally at Blyton Park Driving Centre saw Ilkley and District motor club members, Mick Pickles and Bev Warren in their quick and nimble Peugeot 205 GTi, take on the 65 strong field to secure 1st in class and 9th overall.

The victory wasn't without its dramas with Pickles limping round on 2 cylinders on stage 4 after two spark plugs worked loose and came out of the engine held on only by the spark leads. The torrential rain added to the fun but played in to the teams hands by taking away the advantage of the more powerful cars which were struggling to get the power down and find any grip in the corners.

The last stage also saw Pickles get value for his entry fee by completing an extra lap of the stage and receiving a maximum time penalty for that stage. However, even with this penalty the crew came home 1 ½ minutes ahead of John Stevens and Don Branmfoot in their Mk2 Ford Escort. Mick and Bev also got the award for first frog home with their Crazy Frog mascot guiding them through the stages!

Neil Raven : Ilkley & DMC

MELLORS ELLIOT MOTORSPORT MALTON FOREST RALLY



Photo Courtesy of Andrew Hern

Neil Raven : Ilkley & DMC

Ilkley and District motor club members Simon Green and Andrew Thorpe were recently out competing on the Malton Stages Forest Rally based around Dalby Forest in the KTGren Motorsport Subaru Impreza rally car.

The rally consisted of six stages, four of which were very quick and required commitment to set a good time. Due to heavy rainfall before the event there was a lot of standing water and the stages were very slippery so it would have been easy to misjudge the grip and end up off the road. They found a good pace and set consistent times throughout the event with good commitment but without too many risks being taken.

Their new found love of left foot braking allowed the car to settle through the faster corners while staying on the power, the only downside being that after the final stage a severe brake judder had developed which turned out to be a cracked disc on the front. Otherwise the car ran faultlessly and we had a clean run through the event to finish 11th overall out of 72 entries. Considering most of the cars ahead were R5 and WRC cars, around £250,000 in price, it was a fantastic result for the team and their Impreza! The teams next event is the Grizedale Stages Rally in Cumbria on 7th December

Neil Raven : Ilkley & DMC



Newtown & DMC Eagle Rally

7th and 8th of December

Greg Harrand : Lampeter & DMC

The final event in the welsh road rally championship was the Newtown and district automobile club organised Eagle rally, taking place on the weekend of the 7th and 8th of December, and starting from Newtown itself and using OS map 136 and featured an all tarmac route of some 115 miles for competitors to negotiate.

Seeded at 1 was Andy Davies who was looking for a hat trick on this event, he was in his regular Subaru Impreza IDZ and once again had Michael Gilbey on map duties. At 5 were George Williams and Cadog Davies once again in the mk2 Ford escort, after finally having some luck with a win on the Powys Lanes they were hoping for more of the same here. Dafydd Evans was once again on map duties, but for this event he would be with Martin Curzon in Martin's Mk1 Ford escort, they were seeded at 7. Daniel Williams was at 33 with regular navigator Shaun Richards in their BMW 318Ti. Daniel is currently lying in third overall in the welsh road rally championship and was hoping for a strong result here to guarantee a podium finish in the championship. Andrew Davies was once again navigating for Jordan Evans in Jordan's Peugeot 206 GTI. They were seeded at 52. Rounding off club members at 74 was Steffan Evans in a Subaru impreza, he had Connah Urquhart navigating for him.

The first half of the event was some 75 miles in length and the competitive mileage began just outside of Clatter and went West before finishing just outside of Trefeglwys. From there the route then went West again and finished just outside of Staylitttle, before looping around the Clywedog reservoir and finishing just outside of Llanidloes. Then the route crossed the A470 and used the lanes to the east of Llandinam.

At the petrol halt Martin Curzon and Dafydd Evans held an eighteen second lead with 2 minutes and 1 second. George Williams and Cadog Davies is who they were ahead of on 2 minutes and 19 seconds in second place. Daniel Williams and Shaun Richards were in eighth overall with 4 minutes and 54 seconds. Unfortunately, Jordan and Andrew retired as well as Steffan and Connah. Andy and Michael had 1 minute and 5 seconds but had picked up a fail so they lay in thirty-eighth overall.

From here the route used the lanes on the very eastern side of the map near Ceri and crossed over the A489 towards Llanmerewig. Time control 17 was located along this section which is unfortunately where Martin and Dafydd lost their rally lead as they slid wide on a corner and spent 30 seconds trying to get back on to the road. The route then headed north and crossed the A483 and looped around New Mills before heading back to Newtown for the finish.

It had been a tough rally in very tricky weather conditions but after 28 Time controls and visiting all corners of the map everyone who managed to finish had enjoyed themselves thoroughly and were keen to enter next year. Claiming another win were George Williams and Cadog Davies who had a penalty of 2 minutes and 46 seconds, their winning margin was 1 second ahead of Martin Curzon and Dafydd Evans that finished on 2 minutes and 47 seconds. Daniel Williams and Shaun Richards finished in an excellent seventh overall and fifth in class with 7 minutes and 23 seconds in their BMW



Photo Courtesy of Joseph John Gilbertson

Greg Harrand : Lampeter & DMC

If you're sitting in public and a stranger takes the seat next to you, just stare straight ahead and say, "Did you bring the money?"

If you answer the phone with "Hello, you're on the air!" most telemarketers will quickly hang up...

Cobble Shop Knockhill Stages

Sunday 8th December

Bird Splashes To Knockhill Stages Victory

After dominating the opening round of the Motorsport News Circuit Rally Championship with MSVR at Oulton Park a month ago only to retire when leading, Penrith-born rally driver Frank Bird made amends in sensational fashion by taking a comprehensive victory on today's Cobble Shop Knockhill Stages Rally which comprised round three of the series.

After missing round two at Cadwell Park last month whilst on duty at the Macau Grand Prix with dad Paul's PBM Ducati Superbike team, the 20-year-old Cumbrian, along with Hexham co-driver Jack Morton in the Dom Buckley Motorsport-prepared Ford Focus WRC07, with backing from Frank Bird Poultry, Hager and PBM, made no mistakes to win by over a minute despite the wet conditions at the Fife race circuit.

Fastest by eight seconds on the opening stage, Frank doubled his advantage on SS2 and extended it to 20 seconds following the third stage before dropping three seconds going into the lunchtime halt. It was the only time he was bettered all day long such was his supremacy, winning seven of the eight stages.

Bird continued to build his lead into the afternoon stages and on SS5 was a massive 13 seconds quicker than his nearest rival which he increased to 42 seconds after SS6 and then 57 seconds after the penultimate stage. There was to be no resting on his laurels and Frank went fastest on SS8 to record the victory by 75 seconds at the finish ramp.

The result means Frank is back in contention for the title with the next round at Brands Hatch in January but in the meantime, he plans to contest this next weekend's Swift Signs Christmas Stages Rally at Croft Circuit (15th December) where he will be up against a quality field including eight-times winner Kevin Procter.

Frank Bird: "I'm really happy to get the win today in horrendous conditions. It wasn't the smoothest of days and we had a couple of issues and I made a few mistakes but overall I'm really happy with how I drove. Thanks to Jack who was mega on the notes, all the Buckley boys who prepared a great car and stood out all day in the awful weather. A massive thanks to dad and all our sponsors. It's now on to the Christmas Stages at Croft."



Pictures courtesy of Gavin Brown of West Coast Photos/SMJ Photography



Like Father, Like Son ...

Seventeen years after his father Paul took the second of his two victories, Penrith-born Frank Bird added his name to the winners' trophy when he took a resounding victory as Northallerton AC hosted the annual Swift Signs & Shirts Christmas Stages Rally at Croft Circuit.

Driving the Dom Buckley Motorsport-prepared Ford Focus WRC07, with backing from Frank Bird Poultry, Hager and PBM, and fresh from winning at Knockhill the previous weekend, the 20-year-old Cumbrian along with Hexham co-driver Jack Morton saw off the challenge of eight-times winner Kevin Procter (Ford Fiesta) with Scottish marauders Gordon Morrison and Ed Kelly (Ford Fiesta R5) taking third.



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Christmas Stages Rally Continued from Page 35

Not that it was all plain sailing for Bird as he was one of a number of crews hit with a ten second penalty for a chicane infringement on the icy opening stage but from SS2 onwards he was never headed, winning all the remaining stages with ease.

After two stages, Bird led by eight seconds and by half distance, his lead was 21 seconds. The Cumbrian part-time single seater racer continued to stamp his authority into the afternoon and by SS6, his advantage was at 39 seconds but rather than ease off, he pressed home his superiority as darkness fell to cross the finish ramp 52 seconds ahead of runner-up Procter.

Frank Bird: *"What a fantastic way to end my first year in the sport with a very special victory by becoming the first father and son to win the Christmas Stages. Apart from the penalty on SS1, when I locked up going into one of the chicanes, we had a good run although we needed to keep an eye on the oil pressure for the final couple of stages."*

Thanks to the organisers for putting on a brilliant event and to the Buckley Motorsport team for another wonderful job on the car. Thanks to Jack and of course my dad and our sponsors for all their help and support.



Photos Courtesy of Chicane Media

ENTRIES are available for Puddle DMC's Lee Holland Memorial Trophy at the Anglesey circuit on March 28.

A qualifier for the ANWCC and Preston College S014 Stage Championships and the Anglesey Circuit Challenge, this event will comprise around 43 miles on 95 per cent sealed surfaces.

For further details, contact Mr. R. Bowler, 28 Coates Lane, Barmouth, GLL 13 8HJ.

Morecambe car club host the Mather Signs Day Stages at Rockburgh tomorrow.

The popular off-road venue at Grange over Sands will see around 80 cars and crews contest ten stages totalling 34 miles.

Among the top seeded entries are Mick Gilman/Steve Wierall (Co-swath 4x4), Robin Farrington/Robin Farrington (Lancer Evo8), David Beaumont/Howard Turner (Mercedes).

East Lancashire crews include Dave Hodgson/Nigel Madigan (Nova), Michael Farrer/Sabrina Burke (Escort), Mark Jenkinson/David Hirst (Escort). First car starts at 8.30am with the finish expected around 5pm.

North West stars pick up honours



Roy Honeywell, far left, who received the Brian Molynaux award on behalf of Ian Grindrod, pictured with prize-winners from Citherne and district motor club.



Buckley's Tim Sargeant, right, is presented with his shield for winning the Off-Road Championship by Pete Litter.

NORTH West motorsport competitors collected their awards for a successful 1999 at the annual Preston College BDCS awards evening.

Hosted by overall club champions Bourne Royal Oak, over 150 enthusiasts — including representatives from Puddle and Citherne motor clubs — packed Compton town hall, with trophies presented to the winners of the road rally, marshals, sprint and hillclimb, off-road and road

rally categories. Guest speakers included former BTRDA Gold Star champion Pete Litter and the legendary rally navigator Don Barrow.

The prestigious Brian Molynaux award, named in honour of one of the founders of the Tour of Mull, went to international co-driver Ian Grindrod.

The 50-year-old Blackburn-based navigator has had a long and illustrious career in international rallying, sitting alongside

some of the best-known names in the sport, including Roger Clark, Jimmy McRae, Malcolm Wilson and Dave Matlock.

Award winners:
Road Rally (Drivers): Overall: Neil Bell (Puddle); Expert: Tony Martin (Citherne); Semi-expert: Simon Day (Citherne); Novice: Andrew Procter (Citherne).

Road Rally (Navigators): Overall: Brian Reddick (Citherne); Semi: David Gellis (Citherne); Novice: Jason Crook (Citherne).

Stage Rally (Drivers): Overall:

Gary Bond (Puddle).

Stage Rally (Co-swath): Overall: Dave Purdie (Puddle).

Sprint and Hillclimb: John Lister (Puddle).

Brian Molynaux Award: Ian Grindrod.

Marshals Award: Eric Pinner (Bury).

Off-Road: Overall: Tim Sargeant (Buckley).

Class B: Steve Johnson (CMAA); Class C: G. Deakin (BAC); Class E: Bob Sargeant (KDMC); Class F: Duncan Wild (KDMC).

Inter-Club League: Overall: Eddie Hogg (Oak MC).



Front, from left, Elsie Honeywell, wife of club president Roy Honeywell, Heidi Winstanley, lady club member of the year, Terry Martin, road rally champion. With other prize winners.

Prize guys

A GLITTERING display of silverware went on show when Citherne and district motor club held their annual presentation night at the Stirk House Hotel, Gisburn.

The awards were made by Elsie Honeywell, wife of the club president Roy Honeywell. Award winners: vice driver: Craig Brimwell; Stage co-driver: David Smith; Long competition: Neil Winstanley; Marshals award: Liz Day; Road Rally driver: Terry Martin; Road Rally navigator: Simon Day; Club member of the Year: Heidi Winstanley; Special award: Alex Winstanley; Sprint and Hillclimb: Ben Cooper; Assistant: David Cowgill; Literally award: Jason Smith; Sports note award: Simon Day; Nipper and Nipper.

Only Easterns Three trophies: Alan Douglas (Sunderland); Paul Maggellan; Lady Supersport: Liz Day; Nipper and Nipper driver: Andy Procter; Nipper and Nipper navigator: Jason Crook; Road Rally class award: Jason Crook and Andy Procter.

Four Citherne drivers will be in action this weekend on the next round of the ANCC road championship, the Derbyshire-based Moorlands and Meadows. Top seed in Blackburn's Terry Martin in his Peugeot 205GT, followed by Andy Procter/Jason Crook, Simon Day/TBA and Tim Foster/Heidi Winstanley.

Chelmsford MC PRESTON RALLY

Sponsored by
Preston's Garages of Writtle.



Maurice Ellison : Clitheroe & DMC

I last did the 'One and Only' Preston Rally back in 2013. On the 2013 event I was sat in with Andy Ritchie in his silver BMW 318 Compact. We managed a finish despite the rear shockers bursting though the turret tops early on in the rally.

This year I was going to be sat alongside Geoff Bate-man in his Peugeot 205 Gti. Geoff used to be a member of Chelmsford MC, until he semi-retired and moved to Cumbria, and used to marshal on the Preston. We had made tentative arrangements but nothing confirmed. Terry Martin was also going to be doing the Preston with my ex Driver Andy Ritchie but he had to pull out because of a mixup with the days he would be working and I was asked to do it. Geoff confirmed that he had put an entry in so I had to let Andy know that I couldn't sit in with him and would try to find him a Navigator. At the Clitheroe & DMC December Scatter I asked Rob Cotton if he might fancy the ride and he did - so I gave Andy his contact details.

On the Friday immediately before The Preston I received an email from Geoff telling me that he was pulling the entry because he and his wife had a severe dose of Man Flue. Ah Well. Then I get another email from The Entries Sec of the Preston Rally - Now that I have not got a ride, would I fancy a run with Matt Carr from Mat-lock MC in a Nova?

Saturday morning sees me heading along the M62 then M1 to Chesterfield to meet up with Matt. Then its off to Snetterton. The Preston uses a road book system and you don't need maps, however when we get to Cambridge there are a tremendous amount of new roads under construction and lots of diversions. The Sat Nav keeps telling us to 'Turn around' and take a closed road. Eventually we get onto the A11 and head to Snetterton. Thankfully we had set off in plenty of time.

Through Noise & Scrutineering and we get signed on and get our rally pack. Once the Rally plates have been fitted on the Nova Matt grabs a couple of house kip whilst I go and have a look at where we are going.

Chelmsford MC provide a printed road Road Book that gets you from 'Section' to 'Section' so there is no need for O/S maps. However, if you do need to cut it is a little bit difficult finding where you are in relation to where you want to go without O/S maps. So my recommendation to any prospective competitors would be to take a map / s (even a Road Atlas would make things easier if you need to cut) for the area

Continued on Page 38



Photos Courtesy of M&H Photography

The "One & Only" P5reston Rally Continued from Page 37

We eventually get away from MTC 1 at Snetterton and head back along the A11. The instruction on the map says Enter Layby at "P" Sign. We manage to see the sign at the last minute and only just manage to enter the control area.

The first section is rough and full of potholes. It is also very slippery and wet and the rest of the event is exactly the same. The Pre printed road book does not make a great deal of sense when viewed in isolation but when you are actually competing it all falls into place seamlessly - weird.

Having done the event before I was better prepared this time than I was before - or so I thought!

The whole of the competitive side of this unique rally takes place on private land using Forestry Commission land, Farmers stubble fields and tracks. The public highway is only used to connect these bits together.

We pull out of IRTC7 and I turn over 2 pages of the roadbook instead of 1 - I then get completely lost trying to find TTC 10 using the wrong map. Stupid or what. By the time I figure out what had happened we are close to going OTL and cut to First Petrol except I don't know where I am. I am certainly not on any of the maps in the roadbook.

We eventually get to Petrol and hand in our timecard. A Splash & Dash fuel halt and we are nearly back on our due time as we make our way to NTC14 Triangle Plantation. Good run round Triangle Plantation and the next Section Kings Forest. In Kings Forest we landed rather heavily somewhere but thought nothing of it at the time.

We leave IRTC 18 and are making our way to TTC 18 when Matt hears a tappet sound and immediately pulls over to investigate. No Oil - well there is but its all on the sump guard! The Sump guard has come up and cracked the sump. We wave down other competitors and try to borrow some oil. Eventually someone stops and gives us all the spare Oil that they had. Don't know who you were but thanks very much. We fill up with the scrounged engine oil and make for Petrol.

At Petrol we buy a gallon of liquid gold. We fill up the engine and set off up the A11 back to Snetterton knowing full well the oil is disappearing through the cracked sump at a pretty brisk rate.

Get back to the Start & Finish at Snetterton and load up to set off home. Once again I am surprised at how many others are doing the same. Just under 50% attrition rate.

Cracking good event that I wish we could have done more of.



Furness & DMC
Hippo Motor Group
Grizedale Stages Rally
7th December 2019



**Proton storms to last-gasp
Grizedale Stages Rally victory**

Ollie Mellors gave the Proton Iriz R5 its fourth UK gravel rally win in a row last weekend, snatching victory on the final stage of the Grizedale Forest Rally (7th December) after a gutsy drive, despite suffering significant time loss in the early stages of the event.

Mellors and co-driver Ian Windress went an impressive 46 seconds faster than anyone else on the final test of the rally to secure a winning margin of 45 seconds in treacherous conditions in the notorious Grizedale forest. Mellors' victory in Cumbria boosted the Proton's winning streak to four, adding to its Woodpecker, Trackrod and Malton Forest Rally wins in 2019.

Backed once again by Thornbridge Brewery, Mellors would wear the coveted number one on the door of the Iriz R5 thanks to winning the event in 2017 behind the wheel of the then non-homologated Proton. Now, fully ratified by the FIA (Fédération Internationale de l'Automobile), the Iriz R5 is homologated in both right- and left-hand drive and made its return to the event with the aim of retaining its name on the winner's trophy.

A quality entry headed to the traditional end of season blast, but recent heavy rain would make the tricky stages even more of a challenge for the 60 starters. The nimble Proton would make light work of the opening stage however, as Mellors took the Iriz to a storming lead of 23 seconds over the eight-mile Grizedale North test.

With just five stages on offer during the day, every mile would count with little margin for error on the narrow yet ditch lined tests. But the following Grizedale South test would spell disaster for Mellors, as a puncture at the mid-way point of the stage meant time loss was inevitable. Worse was to come when the flailing rubber damaged a brake line, leaving the Iriz with just rear brakes over the closing miles of the test.

A roadside temporary repair by the Mellors Elliot Motorsport team saw the Proton complete the following two tests with minimal time loss, but Mellors would be faced with the final 18-mile Grizedale stage with a significant 14-second deficit to first. Thankfully the service halt offered the opportunity to fully rectify the damaged brake line and with a harder compound Michelin tyre bolted to the Iriz R5 for the final blast, Mellors would set out to recover as much time as he could.

It would be a tall order and he would have to be on-form if he was to resume his place at the top of the standings by the end of the day. But the Proton would revel in the harsh conditions. Mellors emerged from the stage 46 seconds faster than any other crew, securing the Iriz R5 its fourth UK victory this season. "It's certainly been a roller coaster of a rally for us but to have won by a margin like that is pretty special," said Mellors. "I can't emphasise enough how well the Iriz performed today, it coped perfectly with the difficult conditions and was very much at home on the technical stuff as it was when we could really get it wound up. Everything just clicked and it was more than up to whatever I was throwing at it in the last stage". But it wasn't without its dramas for Mellors.

"I really don't know where the puncture came from it was just one of those things, I guess but we had to drive on as stopping would have cost several minutes. Sadly, that ultimately damaged the brake union, but the team did a great job sorting it. I had a last-minute scare in the last one when the wiper blade rubber came off and had to just drive through it as best I could, a win was important for us." Mellors will now help the team undertake more development work on the Proton Iriz R5 during the closed season in preparation for 2020.

"You never stop learning and seat time is vital for us as a team to continue to make improvements to the car. We have a very busy period ahead with some very exciting opportunities so we need to make the most of these and continue to push ourselves as much as we can. Rest assured, we are not staying still, and the Proton will continue to grow from strength to strength."



Photos Courtesy of Chicane Media

Longton & DMC receives Prestigious Awards in 2019

The 2019 season saw Longton & District Motor Club host nine sprint events at three venues, Anglesey, Blyton Park and Three Sisters. The “double header” weekends at Anglesey and Blyton were rounds of Longton’s own championships and also played host to the British Sprint Championship and the HAS championships. The three events at Three Sisters in Wigan, were also rounds of Longton’s own series along with a host of visiting clubs and championships. Each event attracted excellent entries and the organising team worked hard to provide an enjoyable and value for money day of motor sport.

Come the end of the season, Longton, as a club, were extremely proud when they were informed they would be the recipients of awards made by the Westfield Sports Car Club, (for the third year in succession.) The British Sprint Championship, The Hillclimb and Sprint Association and British Automobile Racing Club, Midlands Centre. The awards are in recognition of the high standard of events which Longton organised during 2019.

Longton & District Motor Club would like to record their thanks and appreciation for the awards and look forward to meeting friends old and new for another exciting and entertaining season of motor sport in 2020.

Below are the details of the awards made to Longton and comments by members of the associations who gave the awards..

British Sprint Championship. Best Organised Round Of The Championship 2019. The Les Edmunds Trophy

Once upon a time there was just one award for the best organised British Championship Speed Event.

Because of the way this was decided upon this always went to a hillclimb. During my first period as a Hillclimb & Sprint Association committee member I felt there should be one such award for each of the two disciplines (both Hillclimb & Sprint.)

So from 1998 the HSA awarded the Les Edmunds Trophy. Les Edmunds was a former competitor of mine in the Sports Libre class of the British Sprint Championship. He died some time after a major incident at Aintree.

Ultimately the BSC agreed with the HSA that the award should be presented at the annual BSC Awards Dinner, the organisers being more familiar to the “BSC family.”

This award was first presented to Longton for its efforts with its October Three Sisters event in 2000. Now twenty years later a Longton organised Three Sisters event will return to the British Sprint

Championship. The award has been presented for the last three years 2017, 2018 & 2019 to Longton & DMC for its organisation of its Anglesey Sprints.



How is the decision reached to determine the best organised BSC event ? A combination of things beginning with the quality and timing of its paperwork, the efficiency with which the event runs, these are major factors. But there are also smaller issues that impact particularly on BSC runners, such as the paddock officials giving the competitors warning that their attendance will be required in so many minutes.

It has to be understood that, unlike your road car, where you get in, turn the key and away you go, a race car takes much longer. Simply getting in and getting the belts done up is something of an effort alone, in many cases requiring assistance in the process.

Race engines, particularly first thing in the morning, but to a lesser extent during the day before each run, have to be brought up to temperature before running. All of these issues take time and being given warning before they are required by paddock officials is a bonus. Most clubs don't think of such things, even though organisers are told about such matters.

Hillclimb and Sprint Association Best Championship Round 2019. The Russ Ward Trophy

I have only been Chairman of the Hillclimb & Sprint Association for this year. The process for the presentation of its Championship's best organised event award is not dissimilar to the BSC, except it is a decision taken by the HAS Committee, many of whose members take part in HSA Speed Championship events.

Paul Parker, Chairman HAS

Westfield Sports Car Club, Best Organising Club Award 2019

In the past the WSCC Speed Series has made an award to the club that organise the best event of the season, but this year we have looked at the whole season and the performances of the organising clubs at our 37 events. We considered several factors including how well the event went, how helpful and friendly the organising team were.

In my opinion it is no surprise that several WSCC Speed Series Drivers are also members of LDMC and take part in their championships. LDMC have a dedicated team of people who strive to make things run smoothly for competitors.

The LDMC team are easy to approach and we consider them as our friends. All the LDMC events in 2019 have been well organised and competitors felt welcome and got excellent value for money as LDMC offered the most number of timed runs of all the events we attended.

LDMC have set the standard for all other clubs to achieve. In simple terms they were the best.

Terry Everall. Competition Secretary, WSCC

British Automobile Racing Club, Midlands Centre. The Riseley Trophy

The background to the award is that it was given to the Centre in 1997 when Penny and I moved to the Isle of Man so stood down from our roles (little did we know that 16 years later we would return to Leicester and drop straight back in where we left off.) The intention of the award was that it would be presented annually in appreciation of the organisation or individual who, in the Committee's opinion, had been of greatest assistance to the Centre in the previous year.

As you know, in late 2018 the chance of running some events at Three Sisters came up and the Centre eventually ran three sprints there in 2019. That we were able to do so and that they were so enjoyable was due in no small part to the advice, support, help and enthusiasm that we received from everyone - committee, marshals, officials and competitors - at Longton and District Motor Club.

We genuinely could not have done it without this. When it came to choosing a recipient there was therefore only one possible name - Longton. The decision was unanimous.

John Riseley. BARC Midlands



Christmas Cracker Run 2019

MG Cumbria ran the 22nd version of the Christmas Cracker Run ON December 1st and once again attracted entries from a wide area. The event was open to classic and interesting cars of any age and the oldest car was the 1926 Bentley of Graham Miller of Thursby and the newest the Morgan Plus 6 of Gordon Southward.

The event started at the Rheged Discovery Centre and headed north via Newbiggin, Lamonby and Skelton and through the Calebrack Ford to Heskett Newmarket and Caldbeck where there was the first check point with quizzes about past and current racing drivers.

The route then headed north towards Westward and then west to Uldale, Overwater and Castle Inn and to the second check point near the sailing club where classic car photos had to be identified.

The meat of the driving route then took the crews via Wythop Mill and Lorton over the Whinlatter Pass to Braithwaite and onto the Newlands Pass. From Buttermere the tulip route cards took the crews over Honister Pass and down into the Borrowdale Valley and then via the westside of Derwentwater to Portinscale and the final check point at the Braithwaite Institute where an excellent two course meal was enjoyed prior to the presentation of the awards.

1 st OA	Car 17	David Agnew	1972	Mini
Racing drivers Quiz	16	Mike Bennet	1772	MG BGT
Classic Car Quiz	22	Brian Jones	1978	MG B Roadster
Best Decorated Car	24	Ralf Ashcroft	1984	Mini
Best dressed crew	25	Karen Davidson	1990	Mini

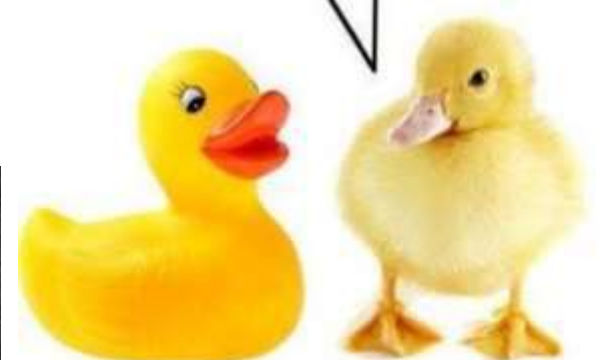


I HAVEN'T LOST MY MIND.. HALF OF IT JUST WANDERED OFF, AND THE OTHER HALF WENT LOOKING FOR IT.



It's One Word George !!!

Sometimes, the first step towards forgiveness is realizing the other person was born an idiot.



HEXHAM & DISTRICT MOTOR CLUB

THE CLIVE ELLIOTT

MEMORIAL RALLY

December 4th

Ed Graham : Hexham & DMC



The final round of the very popular Hexham 12 Car Series, the Clive Elliott Memorial Rally, saw yet another over subscribed entry list, the lucky 12 gathering in the small Northumbrian village of Wark for a hectic nights activity. Again there was a fair smattering of Historic cars on the entry list with Mike Cook/ Ross Blyth wheeling out their Austin Healey Sprite and Jeff Tait making yet another appearance in his well used Mark 2 Escort while an unusual vehicle was the Honda Logo of Dave Bell/ Andrew Drape.

The action started with a regularity round the infamous Warksburn yellows, a challenging start to any event. Bell/ Drape were best on this section, dropping just 49 seconds, close behind were Tait/ Scott on 49. The route then headed West, skirting Wark Forest and running right over to Whygate before turning back via Stonehaugh to a control at roses Bower. Making good use of the area's fabulous twisty yellows the route then headed via the hairpin at Hetherington and over Dunterley Fell to TC.3 by which time only Jennings/ Magee, Dodds/ Gibson and Ali & Lynsey Procter were still clean.

The meandering yellow that heads up the North Tyne Valley via Hesleyside isn't often used on road rallies but it is quite challenging as is the steep humpbacked bridge at The Birks, the route turned here, heading back East to a control right outside the entrance gate to Bellingham Cemetery. This was followed by a section using the little known yellow round by Lee Hall and finished just outside Wark village. The pace was now starting to take it's toll with Cook/ Blyth dropping 3 minutes, Tait/Scott 5 and several crews missing vital route checks.

Proceeding quietly through Wark, the route then used all the fabulous yellows around Birtley and ran over Gunnerton Fell to finish with a control near Barrasford Park. The rally lost the championship leaders here, James Hastings/ Sophie Wickham sliding off onto a grass verge which proved extremely soggy and, although only a fraction off the road they were unable to extract the car until assistance arrived by which time they were OTL. What followed next was an exhilarating drive over one of the all time classic road rally sections, the 7½ mile Plashetts yellow which twists and turns over the moors with an abundance of blind crests to catch out the unwary.

The final section ran from Knowesgate back over the yellow past Great Wannie Crag to finish just outside Ridsdale, Jennings/ Magee lost a potential class win here when they missed the event's penultimate route check while Thouless / Scott and Ian & George Eland both went OTL. The finish venue in West Woodburn's Bay Horse Inn provided an excellent supper while the crews waited expectantly for results which, when they appeared showed a narrow win for Ali & Lynsey Procter, rallying together for the first time, they ended up just 20 seconds ahead of Chris Dodds/ Pete Gibson with Jennings/ Magee finishing third despite their late lapse. The event provided a great end to what has been a very popular season long competition with the enthusiasm for the events showing no sign of diminishing and another busy year in prospect for the Hexham club members.

RESULTS :-

1.	Ali & Lynsey Procter	Peugeot 205	1:30
2.	Chris Dodds / Pete Gibson	Proton Satria	1:50
3.	Simon Jennings / Andy Magee	Peugeot 106	6:51
4.	Ralph Tatt / Jonathon Webb	Peugeot 308	7:04
5.	Dave Bell / Andrew Drape	Honda Logo	21:49
6.	Mike Cook / Ross Blyth	Austin Healey Sprite	22:35
7.	Jeff Tait/ Dylan Scott	Ford Escort MK2	48:47
8.	Ian Guthrie / Graham hall	Peugeot 205	49:05
	Peter Thoulis / Warren Scott	Proton Coupe	OTL
	Ian & George Eland	Proton Satria	OTL
	James Hastings / Sophie Wickham	Proton Satria	Retd

Ed Graham : Hexham & DMC

Ilkley & DMC

Skipton Navigation Championship

Round 1

Neil Raven : Ilkley & DMC

Round one of the Ilkley and District Motor Clubs Skipton trophy navigational championship took place started at the Sun Inn Norwood. 14 competitors took on the challenge of what is essentially orienteering in cars on Ordnance Survey maps covering around 60 miles during the event.

The entry was made up of ten novices and four expert crews who tried to visit as many of the plots set out by the organisers within the time allowed. The crews went as far north as Pateley Bridge across to the east to Harrogate & Knaresborough and as far west as Keighley gathering points as they went. Last year's champions father and son team Nick and Andrew Pullan were in two different cars this year with Andy navigating for novice David Blaney who came out on top with 307 points followed in by Nick Pullan navigating for Tim tenant with 177 points, this result gave Nick the Over 45 award. Third place was the novice team of Jason Metcalfe and Joe Mallinson with 135 points and in fourth place taking the ladies award was Claire Raven with husband Neil on 130 points.

Under 45 went to another husband and wife crew with Leon Humphries listening well to wife Karen who was navigating. The Under 23 award went to another lady Nicole Moon. 5th place was enough to secure the over 65 award for Stephen Owens out in his wonderful Porsche 911 with Ian Mitchell navigating.

Round 2

The Ilkley and District headquarters at Otley RUFC was the start point for round two of the Skipton Trophy. The finish point was the Dog and Gun pub at Oxenhope so the crews had to choose the best route gathering as many points as possible along the way. David Blaney and Andy Pullan were out to try and repeat their performance from the previous round but the 13 other crews were all capable of spoiling their evening.

With the different star and finishing points the area available to the organisers to place the plots was extensive and took the crews in to Lancashire and some tackled the winding steep roads around Coldwell Upper and Lower reservoirs then on to Widdop reservoir. The roads were challenging but great fun to drive even in the dark.

David and Andy returned on time and with 235 points followed on by brothers Peter and Graham Hepworth, returning to the navigators seat after a few years off and was rewarded for his work on the maps with the Over 45 award. First novice crew in were Richard Bastow and Richard Suggs in 3rd place and Claire Hargreaves secured the ladies award in 4th place guiding husband Neil through the dark lanes.

Novice crew of Luke Tunney and Nicole Moon's 5th place was enough to secure the Novice award and Joe Mallinson's 6th position gave him the over 45 award. The crews get a break over Christmas returning in January for round 3.

Neil Raven : Ilkley & DMC



Hexham & DMC Awards Night 18th December

A huge crowd had the famous Dr. Syntax Inn bulging at the seams with a capacity attendance for the 2019 Hexham Awards Presentation Evening which went down a storm with the members applauding raucously as each winner was announced. Guest speaker for the evening was the former Ford, Vauxhall and Toyota driver Fred Henderson who was also the man that introduced Colway Remoulds to rallying. He gave a humorous and entertaining speech, harking back to the halcyon days of road rallying which was very well received by the appreciative audience.

Fred also handed out the long list of awards with top honours going to James Hastings and Sophie Wickham, the Proton crew picking up no fewer than 14 trophies on their way to clinching the club's rally championship while the Expert navigator's title went to Ali Procter who also scored an outright win in the driver's seat, navigated on that occasion by his Wife, Lynsey. The President's Awards went to Simon Jennings and Clive White in recognition of their winning the NESCRE Targa Challenge, this was Simon's third and Clive's second win on that series. There was also an award for Chris Dodds who finished third in the drivers category in the NESCRE series. The year saw no fewer than three lady navigators winning events, in addition to Sophie Wickham and Lynsey Procter, Hannah McKillop steered Chris Dodds to victory on the championship's opening round, the January Jaunt Rally.

Amongst the award winners was David Richards, the Motorsport UK supremo finishing runner up on the Hexham Club's Spring Scatter Rally, navigated by Ali Procter. This was one of no less than nine rallies which the Hexham club ran in 2019, most of which were oversubscribed. The 2020 season kicks off with the January Jaunt Rally and February sees the popular John Robson and Hexham Historic rallies taking to the Northumbrian lanes.

A brilliant night with multiple award winners although there were some repeat visits to collect the silverware (or should that be chinaware?)

And lastly we at Hexham would like to thank all the competitors, marshals, organisers and say thank you for a brilliant year!

Without all your efforts we wouldn't have had such a competitive and fun year!

For whatever involvement you have had you should all feel immensely proud.

Motorsport is alive and kicking in the northeast
So much so it even attracted the President himself!!



Gemini Communications

RALLYING

Provisional Dates for 2020

Sat 22nd February Jack Neal Stages

Blyton
Clitheroe & DMC

8th February Cambrian

Penmachno, Clocaenog
North Wales CC

Sat 14th March Malcolm Wilson

Cumbria
West Cumbria MSC

Sun 19th March SMC Stages

Ty Groes
Stockport061MC

Sat 12th April Warcop Stages

Warcop
North Humberside MC

Sat 16th May Plains National

Dyfi & Dyfnant Forests
Knutsford & DMC

Sun 14th June Keith Frecker

Weeton
Blackpool SSMC

Sun 5th July Enville Stages

Ty Groes
Warrington & DMC

Sun 5th July Greystoke Stages

Greystoke
West Cumbria MSC

Sun 16th August Gareth Hall

Trawsfynydd Ranges
Bala & DMC

27th Oct - 1st Nov Wales Rally GB

North Wales
MSUK

Sat 7th November Neal Howard

Oulton Park
Bolton-le-Moors CC

Bike Rides

Sun 5th July

Manchester to Blackpool

Sun 13th September

Manchester to Northwich
& Return

Sat 21st November Hall Trophy

Blyton
Clitheroe & DMC

Sat 21st November & Sat 22nd November Glyn Memorial

Ty Groes
C&A MC

TRAINING

TBA
Marshals Training Day
Campus of Chester,
Warrington

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

TBA
Fire Training
Darwen Services

TBA December
First on Scene
Darwen Services

email Tracy Smith
tracey.amsc@hotmail.com

Golden Microphone Trophy 2019

O/A	Call Sign	Operator	Score
	G 01	BILL WILMER (Does not count)	168 points
=1	G 56	TONY JONES	149 points
=1	G 37	JERMAINE JACKSON	149 points
3	G 23	IAN DAVIES	147 points
4	G 25	CHRIS WOODCOCK	128 points
5	G 02	GRAHAM COOKSON	120 points
6	G 11	MARK WILKINSON	109 points
7	G 64	BRIAN WRAGG	100 points
8	G 13	STUART DICKENSON	90 points
9	G 38	SEAN ROBERTSON	89 points
..	G 21	DEREK BEDSON	89 points
11	G 04	IAN WINTERBURN	79 points
12	G 61	DAVID BELL	70 points
..	G 50	DAVID PEAKER	70 points
..	G 59	MAURICE ELLISON	70 points
..	G 33	JOHN ELLIS	70 points
16	G 16	BILL & ROBBIE O'BRIEN	69 points
17	G 12	RICARD WM JONES	60 points
..	G 41	JERRY LUCAS	60 points
19	G 62	COLIN EVANS	59 points
..	G 03	LES FRAGLE	59 points
21	G 14	ADRIAN LLOYD	53 points
22	G 24	PAUL HENRY	50 points
..	G 09	KEITH LAMB	50 points
24	G 26	MARK DICKENSON	49 points
..	G 55	STEVE BROADBENT	49 points
26	G 70	DAVID MAINPRICE	40 points
27	G 53	TOM & VICKY MERCER	39 points
..	G 48	PETER LANGTREE	39 points
29	G 65	BRIAN EATON	30 points
..	G 32	BRIAN FLINT	30 points
..	G 06	DAVE CROSBY	30 points
..	G 17	ROBIN MORTIBOYS	30 points
..	G 31	DUNCAN STOCK	30 points
34	G 52	STEVE LEWIS	29 points
35	G 05	STEVE COOMBES	19 points
36	G 07	TONY & AVRIL LEE	19 points
37	G 42	ROGER WHITTAKER	10 points
..	G 28	ANDREW TAYLOR	10 points
..	G 37	BARRY KENNEDY	10 points
..	G 20	PETER DONNELLAN	10 points
..	G 51	GERRY MORRIS	10 points



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Radio Mutterings November Ian Davies : Gemini 23

Furness & DMC

Hippo Motor Group Grizedale Stages Rally 7th December 2019



After an overnight stop in Ulverston, it's up early for the half hour drive across to Grizedale, for this annual test of some of the classic forest stages in British rallying organised by Furness District Motor Club. I join the queue for signing on for Stage One and get my pack and instructions from Chief Marshal Dave Brodie, ably assisted by Dave 'the Land Rover' Mitchell, venturing north out of his Welsh base. The rather natty gift of a cool bag is a welcome change from a woolly hat and much appreciated. For the moment it's dark and wet underfoot but not yet raining as I make my way through the stage to Junction 10, a mandatory radio at a spectator entry point and nearby crossing point. Once parked up I introduce myself to the team of Eden Valley MC marshals and settle in to read the excellent paperwork for the event, which puts to shame much bigger events and budgets.

Just before 9 o'clock the safety convoys begin to appear, particularly necessary with an event that is popular with spectators, but can suffer from some idiots who think that the legal closure of the forest to mountain bikes and the like doesn't apply to them (maybe a reminder of arrest and a fine of up to £1,500 might help).

Oscar 2 and then Oscar 1 give the final go ahead and Stage One goes live, just one minute later than scheduled at 09:44, just as the drizzle starts, which quickly turns into the sort of rain you only find in Cumbria !. Furness Control is in charge and soon the airwaves are quite busy as we get into the Stage One action, quickly joined by Stage Two becoming live. This is a popular event for radio crews and lots of familiar call signs and accents are soon heard across the airwaves, with a smattering of Gemini call signs. Our first casualty of the day doesn't get too far as Car 15 stops only a very short distance after the stage start. Next to hit trouble is Car 21 who is reported by Jupiter 24 as stopped at Junction 11 with apparent "transmission issues".

As a Radio Controller something that really gets my goat are crews who don't read their instructions and this event had its fair share of people simply not reading the paperwork they were given, whether that was the entry list clearly showing 'missing' cars, to the red flag procedure. In an event of this size clogging the precious airwaves with avoidable questions really isn't on. Anyway, moan over, back to the action and Car 24 is next reported as off somewhere after Junction 22, but the Stop Line reports that crews have seen the crew giving passing cars the thumbs up (although no mention of an OK Board). With the rain now pelting down, the atmospheric really begin to impact upon comms and Control drops to circa a 2-3 signal only.

The tracking system, essential on stages of this sort soon identifies that Car 60 is missing somewhere between Junctions 6-8 and a search via 81 is soon started and marshals sent searching, Thankfully the car is safely located off at Junction 7b and the crew are OK. In the end of the 55 starters a creditable 51 make it to the end of a very wet and challenging Stage One.



Continued on Page 49

As the second Grizedale Stage and then the two Broughton Moor stages run. I get a chance for a short break and warming drink and my marshals time to retreat to their cars and dry off at least a little before the monster final stage. Stage Five is nearly eighteen miles of classic Grizedale, a brute of stage with an intermediate timing point and 45 radios providing safety cover through the stage. The intermediate timing point was previously the start of SS2 and is looked after by Gemini 7, who reports some problems with the timing equipment which is eventually sorted out before the first competitors.

Unfortunately the run doesn't start too well as we seem to lose Oscar 1, the zero car and although Control know what's happening via the management channel, those of us on 81 have no idea what's happening and are kept in the dark. In the end after various radios calls in we finally hear that 0 is off stopped at Junction 20 and we have permission to start the first car at 13:26. An early casualty of the stage is Car 5 who is reported missing by Swift 8 at Junction 18. A search back though the stage finally isolates the possible area of his demise, as between my location at Junction 10 and Tartan 53 at 10c and we both send runners to investigate. After a long wait for runners to safely report in we both locate the car as off just before 10c, with the crew out and OK Board and triangle displayed.

Another missing shout sees a search for Car 39 which had been previously reported as progressing in "limp" mode and is then found stopped at Junction 20. Next to hit trouble is Car 32 off around Junction 37 and then Car 31 between 38 and 39. In all cases the tracking radios played a part in realising that the cars were 'missing' and then the 81 radio crews became critical in narrowing down the potential search areas. In the end all of the cars were successfully found, with the crews safe and well if not their wallets and of the 45 starters, a total of 40 survive the monster challenge of SS5. As the afternoon draws to a close, it's time to help pack up the stage furniture and head home along some very wet and in places flooded roads, after my final competitive outing of the year. Next it is the Gemini Golden Microphone Awards, but more of that later.

Gemini Golden Microphone Awards

27th December 2019 , The Dresser's Arms, Chorley

After a fill of turkey and mince pies it's the time of year where many of the Gemini Team members migrate to the sanctuary of The Dresser's Arms near Chorley for the annual Golden Microphone Awards. This annual gathering is now in its 22nd or is it 23rd year and this year has been one of the closest on record, but more of that later on. With a signing on time of 14:30 and first car, sorry meal due at 15:00, team members make their way from far and wide, following a bright star, sorry sat nav to the outskirts of Chorley.

2019 has seen 26 events or days qualifying for the awards, a mixture of events where the full radio and rally safety cover has been organised by Bill along with some help from other team members, other events where an authorised Gemini Radio Controller has been in charge of radio communications, a couple of training days and a couple of bike rides thrown in for good measure. Each year the event list does vary a little with some events dropping off the calendar and others joining. Some old favourites however have been on the list from the very beginning, ranging from the 'RAC' Rally to the likes of the Neil Howard Stages. Our team membership also fluctuates as some members retire their callsign or move onto new things and new members join and gain the much coveted Gemini Callsign.

In total 41 licensed Gemini team members supported the qualifying events in 2019, providing in total 262+ days of radio marshalling support to events across principally the north west of England and North / Mid Wales. In addition to these 'officially' sanctioned Gemini events team members have been active on many more events the length and breadth of the UK and Isle of Man, making the team radio operators and licensed Radio Controllers some of the busiest in the sport and in demand from many organising teams. Many of us rack up several thousand miles each year supporting events of every size and shape, with a 'conservative' estimate of over 500 days of radio support provided, not counting the endless time Bill devotes to organising radio and safety cover for events. The latter is unseen by many, even team members but the contribution that Bill personally makes to the sport is immeasurable.



Radio Mutterings : Golden Microphone Awards **Continued from Page 49**

The championship this year has been fiercely fought and went pretty much down to the wire. As the winner of this prestige trophy for the last four years, my reign as champion was finally brought to an end by Tony Jones (Gemini 56) and a new member of the team Jermaine Jackson (Gemini 37), both achieving a magnificent 149 points, with myself only two points behind on 147. I should really say that Bill, our team leader and Gemini 1 actually achieved the most points at 168, but Bill excludes himself from the championship awards. A first prize of £100 is shared by Tony and Jermaine along with the magnificent Golden Microphone Trophy, with a further £50 for the runners up slot (unfortunately our joint winner Tony couldn't attend the event as he was working and our best wishes and congratulations go to him as well).

The awards dinner is an opportunity to celebrate team and individual achievements over the previous twelve months, catch up with old and new friends (some merely a voice at the end of a Gemini callsign) and for Bill to give his annual 'state of the union' address, although to be honest it did sound a lot like 2018s !! The latter is usually accompanied by shouts of 'where's me dinner and I was robbed' and a slightly more serious discussion on club and motorsport matters in general. Sadly, this year Dave Crosby had to give the event a miss due to health problems and we all missed his spectacular Christmas jumper that Dave is known for (get well soon). With Steve Johnson and Chris Woodcock both now on the Motorsports Council, we have a voice and influence at the highest echelons of the sport and it was interesting to hear both of their perspectives on the changes being brought about at the national level. Our sport is changing with new national governance structures in place, closed road rallying a reality and the perennial search for new venues. As a team we also evolve, with new technology using the internet to operate Radio Controls through, an emerging although not yet trouble free innovation.

This year the discussions were wide ranging as Bill went around the room, from developments in motorsport UK, the regional associations, local events and of course the Wales Rally GB. The latter is an important event in the WRC calendar and along with Bill's role as event radio co-ordinator, we had Radio Controllers out in the stages and in the event Rally Control itself and numerous team members out on the stages providing essential support, without which events of this stature simply couldn't take place. Of equal importance however was team support for regional and smaller club events, where often the radio crews provided the backbone of the event safety team, with other members taking on a wide range of duties from Clerk of Course, Chief Marshal, Event Secretary and Spectator Safety Officer to mention but a few.

As volunteers we do what we do for the love of the sport and the chance to get near the action and make a difference to support and safeguard the safety of competitors, marshals and spectators alike. The odd 'goody bag' and simple thank you and the knowledge of a job well done are the rewards most of us covert, but I would like to ask organisers for 2020 if they could be a bit more creative as personally I am running out of house room for the number of woolly hats gifted in 2019 !.

As the evening draws to a close it falls upon me to wish you all a healthy, safe and enjoyable 2020, a year ahead already bristling with events and requests for Gemini Team support.



Ian Davies : Gemini 23
motorsport UK Radio Controller

2300 Club

2019 John Easson Award

Winner Announced

2300 Club are pleased to announce the winner of the 2019 John Easson Award. Tyne & Wear Driver Ewan Tindall was chosen as the winner of this year's prestigious award which is worth a total prize fund of £6,000.

The 18 year old was the choice of the judges after very careful deliberation, which saw the three finalists travel to Preston to take part in interviews with the panel of judges.

Ewan emerged as winner after a very close run contest with fellow finalists 18 year old Scottish driver Finley Retson and 19 year old Lancashire driver Jack Hartley.

This year the judges, Former Tour of Mull Clerk of the Course Clive Molyneux, former international co driver Ian Grindrod, Bury rally driver John Cope and guest judge former John Easson Award winner and newly crowned 2019 European Rally Champion Chris Ingram faced a very difficult task in choosing the winner,

As always It is unfortunate that there can only be one winner, however we feel Ewan will be a worthy recipient of the John Easson Award, and of course we wish runners up Finley and Jack the very best of luck with their continued rallying.

2300 Club would like to thank all candidates who applied for this year's award.

Allan Durham 2300 Club
John Easson Award Scheme Manager



"How did you vote?" said Pooh
"Labour," said Piglet
"I voted Conservative," said Pooh

"Are we still friends?" said Piglet
"Yes, yes we're still friends," said Pooh

"Good," said Piglet. "Let's go to the pub
and get drunk."



I may be a lone voice in the wilderness with my support of Motor Sport UK's recent changes. I have been back competing in motorsport since 2007. I can't remember an increase in cost for my Nat B Competition Licence in all that time - but that could just be my memory - failing again! Whatever that cost, I considered it as a small one for what I have received in enjoyment as a competitor. In comparison my son spends more on a Saturday night out and then is miserable all Sunday. I have some brilliant memories from competing - my son can't remember much about his night out!

The new 'RS Clubmans Licence' (free for now - but I wouldn't be surprised to see it costing sometime in the near future) should save me a fortune in my joining fees for clubs that I am being forced to join and have not a jot of interest in just to do their 'Closed to Club' event (mainly Targas - I was a member of 18 clubs in 2018, cheapest one was £10, dearest was £15). I fully understand that these clubs may now charge a little bit more for an entry but at least it will be honest and not a sly means of boosting membership numbers.

The reason for me getting the RS Clubmans Licence rather than the Interclub Licence (old National B) is that 2019 **WILL** be my last year doing proper rallies (Road Rallies) but I still fancy the odd Targa every now and then - Now just watch all those clubs that ran Targas under a closed to club Permit will now switch to Interclub !!!!! I know I have been saying 'This is my last year' for the past 7 years, or even more, but it has got to happen sometime.- and I think this is (eventually) it.

Hippo Motor Group Grizedale Stages Rally



Friday the 6th and after an early Hospital appointment in Morecambe I make my way to Broughton Moor to help with the set up of the Stage. I had looked on Google Earth for the nearest post code and had put this into my Sat Nav. I toodle along the A590 and then turn off at Greenod not taking the A5092 and not taking much notice of where the Sat Nav is taking me. When it slotted me left and then immediately right at Broughton Mills did a nagging doubt as to the route it was taking me start to emerge. About a quarter of a mile later it slotted me right at a Junction I remember recognised - the entrance to Jackson Ground. A pleasant little run along some infrequently used (these days) classic Road Rally roads. Took a little bit longer but I had forgotten how narrow and twisty this road is and looks even tighter in daylight! (or is that because on Rallies I have got my head stuck in the map and I leave the driving to someone with more talent than me). I get to the gate into Broughton Moor Forest and it's locked. I turn around and head for the Stage end via the Scissors and the gate into the forest here is also locked. I check my phone - got a signal but discover I don't have Martin Youngs (Stage Commander) Mobile Number - all communication has been by email or Facebook messenger. So I message him and get an instant reply 'We have just finished the set up. Be with you in 5 mins!' A quick chat and I turn around and head back home but decide that I will ignore the Sat Nav and use O/S maps for this journey and go via Torver and the A5084 to Greenod.

Saturday and I meet Mark Johnson (MJ) at the Lakeland Motor Museum at Backbarrow at 08:30. I ignore the Sat Nav this time and go via Torver to the Start of the stage - the gate is open - and we sign on. We make our way to Post 5. Post 5 looks a little congested but it turns out that Post 6 (the Bridge) now no longer has anywhere for marshals to park so they are all with parked up with us. We can see post 6 from our location and we can see across the river and through the trees more of the Stage. An hour and a half to the time of the first car so crack up the Camping Stove and Bacon Butties are soon being wolfed down. There had been 63 entries but only 57 started the event. Out of those 57 starters 40 made it to the Finish, although listening to the safety radio I didn't expect it to be as many as that.

I was going to be doing the Preston Rally on the 14/15th of December with Geoff Bateman. (see Report on pages 37 & 38).

Clitheroe & DMCs Christmas Party followed on the Tuesday

The Gemini Presentation at the Dresser Arms winds up my Motorsport Year

Please email me for your SD34MSG Awards Night Tickets : sd34news@gmail.com



**Grumpy
Old Git
Still Wittering
On & On & On**



Electric Car News

Although I'd repeat again that I see the future as hydrogen fuel cells rather than batteries for the moment at least electric is the favourite alternative to internal combustion. One manufacturer has stood apart from the crowd and said they WON'T be making an electric car and perhaps not surprisingly that's Ferrari. Ferrari are offering Hybrids using the technology from their F1 programme but as far as pure electric is concerned they say what others perhaps dare not "Battery technology is not yet where it needs to be and there are still significant issues in terms of speed of re-charging."

Meanwhile others are pressing ahead. Ford, who've certainly not been leaders in electric car development recently launched its first pure electric car designed as such from the ground up. It's a 5 door crossover similar in concept to the Mercedes EQC and Jaguar i-Pace. To the horror of many fans of the Blue Oval (self included) Ford have decided to call it.....Mustang! The car doesn't bear a single Ford badge, just the famous pony logo on the front and back. What would Steve McQueen say? Badge apart the car seems to tick all the right boxes. You can have a single electric motor which is RWD or two motors which give you 4WD and a choice of battery sizes. Range goes up to 370 miles for a RWD car with the bigger battery pack. UK prices will start at around £40000 so about the same as a Tesla Model 3. A high performance GT version will follow with about 460 bhp and a 0-60 time of under 5 seconds (so that one at least will go like a "proper" Mustang). Bang & Olufsen Sound is standard, useful for playing recordings of loud exhaust V8s perhaps?

Mazda are one manufacturer who've always trod their own path. Remember they persisted with rotary engines long after everyone else had given up on them. Now they in turn have launched their first serious electric car. What sets them apart is their choice of a small 35KWH battery. The Mustang above comes with 75 or 99 KWH. Mazda's reasoning is that this saves cost, weight and CO2 emissions. CO2 on an electric car? Yes because battery production plants emit very high levels of CO2. And bigger batteries demand more charging which uses electricity frequently from non-renewable sources. Of course the trade off is limited range and performance. Power will be about 140bhp and range maximum of 125 miles. Mazda is confident this will be perfectly adequate for a car used primarily for urban transport. Seems to make sense to me?

At the other end of the spectrum Volvo are pushing ahead with electric trucks. These are to be designed for construction and regional distribution operators where range is less of an issue. Volvo have recognised that a large number of these trucks average no more than 1000 miles a week or 200 per day. They also stress that big improvements are needed in the recharging network and financial incentives will need to be offered by governments to make the products viable.

There is no doubt that demand for used electric and hybrid cars is increasing, and because so few were sold 2 or 3 years ago this is pushing prices up, particularly for the smaller and cheaper cars. Partly people want to save money but there's also amongst many motorists a desire to "do the right thing".

Finally on electric a new recharging network is being set up in the UK by a company called Ohme. By relying on electricity generated by wind turbines only Ohme will at certain times actually pay drivers to charge their cars. They claim on average costs will be 2p per mile. A petrol or diesel car at 50 mpg costs 10-12 p per mile.

Light At The End Of The Aston Martin Tunnel?

Aston have now revealed their new DBX SUV and to me at least very good it looks. Around 100 pre production cars have been built, the final recruitment and training of the people who will make it is under way and I understand orders are flowing in. Although no journalist has been allowed to drive the car yet a select few have been given passenger rides on race circuits, public roads and off road. Comments are universally very good.

Aston's share price having dropped by around 75% since the company floated about a year ago hitting a low of £4.75 the price has recovered in the last month to just under £6. Two reasons it seems. First analysts recognise that the DBX COULD be a game changer doubling the company's worldwide sales. Second there are rumours of new investors and even a takeover bid. Favourite subject is billionaire Laurence Stroll owner of Racing Point F1 team where his son Lance drives. And owner of a great deal more besides! Thoughts are that if he buys Aston his F1 cars will change from the current ghastly pink to good old British Racing Green and be badged as Aston Martins. AM already sponsor Red Bull F1 who have emphasised they have a solid long term contract with the company.

What Will 2020 Bring?

It's that time of year when everyone in the industry peers nervously into a crystal ball and tries to predict what will happen in the New Year. Well we know for certain there will be lots and lots of new models coming, many of them electric or hybrid powered. It looks like UK sales particularly perhaps of commercial vehicles will receive a short term boost now the uncertainty of the election and Brexit have been removed. But that may be very short term and once that's over most forecasters are saying the best result will be UK new car sales at the same level as this year. Diesel sales are forecast to drop a little more to settle at around 25% of the total, electrics and hybrids will almost double but still between them only represent around 5% of sales. So 70% of new cars sold here next year will be powered by good old petrol engines.

I think the other trends we've seen this year will continue. Consolidation amongst manufacturers will continue, the number of new car dealerships will continue to decline, charges and penalties for using particularly more polluting vehicles in big cities will increase. Longer term worldwide new car sales will slowly but steadily decline as more people decide to do without a car, public transport improves and car sharing grows, perhaps very rapidly. Environmental pressures whether well informed or ill informed will only grow.

A great deal depends on what deal is negotiated with Brussels as far as tariffs on new cars and components moving from the UK and EU and vice versa. If high tariffs are imposed expect the UK Nissan and Toyota factories to close and probably Vauxhall and Mini. However I continue to believe that UK sales are so important to the German manufacturers that a tariff free deal is likely – let's hope so.

Audi & Daimler Announce Big Job Cuts

In the last few weeks both of these companies have announced very major job cuts. Audi want to save six billion Euros a year to fund electric vehicle development by reducing headcount in Germany by 9500 employees. Currently Audi employ 62000 people in Germany so over the next few years around 15% will go. Cuts will be achieved by normal turnover and retirement, people who leave simply won't be replaced.

Meanwhile Mercedes parent Daimler have announced they will cut around 10000 jobs worldwide over the next 3 years. Every 10th managerial position will go and there will be "other measures". VW and BMW are said to be looking at similar plans, and all the others I would have thought.

Hydrogen Trains On The Way

Countries like Germany have already introduced hydrogen trains as a green alternative to diesel. Now the UK is looking to go the same way with a study having been commissioned to look into the safety aspects. Test trains should be running next year and full passenger trains in 2021. Less than half the UK rail network is electrified and there are serious concerns over pollution levels close to the tracks. If hydrogen trains come the hydrogen trucks, buses and cars won't be far behind I hope?

Dutch Speed Limits Cut To Reduce Emissions

Holland is struggling to meet EU emissions targets. The motorway speed limit is to be cut from 130 kph to 100 top speed. The cut will apply from early next year and apply from 7pm to 6am.

Lotus Gear Up For A Brighter Future

If Aston Martin have been through hard times then certainly so have Lotus. The future there has looked better since the company was bought in 2017 by Chinese company Geely who have done such a great job with Volvo. Now Lotus have announced a plan to grow significantly before their 80th birthday in 2028. There will be a new higher volume small sports car which should see worldwide sales far higher than the 1630 achieved last year. There will be a succession of "halo" cars like the £2M 2000 bhp electric Evija of which 130 will shortly be made.

Another Year Over

As 2019 draws to a close I'd just like to wish my small group of regular readers a Happy Christmas and a Healthy and Prosperous New Year. I'm as ever thankful to be a tinny part of an industry that is for me at least a constant source of fascination, rarely a dull moment. Have a good one!



Paul Gilligan

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The Dirty Finger Nail Club

Lakeland Trial Wash Up

December 7th

The 'Dirty Finger Nail Clubs meeting on Wednesday the 7th of December was really well attended with at least 36 people there. Thinking about it I should have arranged for Chris or John Hunter to do the counting as they are used to counting sheep and I bet the sheep don't stand still whilst they are being counted.

About two thirds of the people enjoyed a fantastic meal others not wishing to eat came and enjoyed a drink and a chat in the very nicely set out lounge so a big thank you to the staff at Workington golf club for looking after us so well not just tonight but over the past year as well.

Poor Edwin Cook couldn't make it as he had succumbed to a dreaded bug that is going about and was lying on his sofa under a duvet shivering according to his wife Judy, in true man flu scenario, Judy had to get up from her sick bed to answer the phone when I rang, get well soon both of you.

After everyone had finished eating and had time for a chat Andrew Tarring who had come up specially from VSCC headquarters in Chipping Norton near Oxford got up to thank everyone for marshalling and helping in the recent Lakeland Trial.

It was voted a great success by all the competitors so to mark the occasion and to express thanks from the VSCC Andrew Tarring presented David Rushton with an engraved tankard for the wonderful job he did as clerk of the course. Andrew added when it was announced that David was to be clerk of course within 24 hours of entries opening they had in excess of 60 entries. That shows just how well David is respected as an organiser and a guy who can motivate people, the continuity of the Lakeland Trial is assured as long as David is at the helm.

In February the Fellside Auto Club will be running their **Northern Trial** using many of the forestry sections that the Lakeland used, they too need lots of marshals, helpers, recovery teams etc so please get in touch with Myke Pocock and offer your services, let him have your details or go on the Fellside website and follow the links there either as a marshal or as a competitor. Myke Pocock can be contacted at mykepocock@yahoo.co.uk or on 07985014446.

The Northern trial has classes for trials bikes as well as cars and any age car can be used not just vintage ones but many of those competing will be the very same vintage cars we so enjoyed seeing on the Lakeland Trial.

Bye for now and best wishes to you and your families for Christmas and the New Year.

Keith Thomas



57th Manchester to Blackpool Run

Sunday 9th June 2019

The Lancashire Automobile Club must live a charmed life at present (here's hoping it continues on July 13th!) for after our escape from storm Hannah on the St Georges Day Run we got the only dry day for weeks (and weeks) for our Manchester to Blackpool.

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

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

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

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

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

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



***Trevor and Jean Jackson
Austin 7 Super Sports***



***Andrew and Lindsay Ponsillo
TVR Griffith 500***



***Nigel and Emma Hughes
Singer Super 9 Sports***

Irish Treasure Hunt in an Alfa

As you probably know Jan and I help organise several Classic car runs a year for the Lancashire Automobile Club. So the thought of going on an event organised by someone else always appeals as we can relax and enjoy the event with someone else doing all the hard work!

The Alfa's to Ireland events have been on or list as a must do event ever since we got our first Alfa. Unfortunately work commitments and my duties on the World Rally GB (which often clashed with the run) have effectively prevented going on the run until this year.

The World Rally GB was early and no other commitments were in the diary so we duly entered this most enjoyable event.

For us the event started on the Wednesday with a drive to Holyhead. On arriving at our hotel we found several other Alfas already in the car park. We were worried about how we would be received by the 'regulars' but they were most welcoming and friendly.

The early morning boat to Dublin was only half full so we had a pleasurable crossing and then a pleasant run up the east coast to our accommodation at The Cottages in Laytown. The Cottages are a group of thatched cottages inside a walled garden with some dating back over 300 years. Ours was very comfortable and well appointed.

In our room we found a bag with all sorts of information on the local area prepared by the organiser Nick Clancy.

Later that evening we were joined by fellow Alfa owners Chas and Viv who had come over on the later boat and were sharing our Cottage.

The Friday and Saturday were 'at leisure' so we took the opportunity to explore the Boyne Valley on the Friday and Drogheda on the Saturday. The Boyne Valley is well worth a visit with great scenery, castles and Neolithic sites all there to explore. The village of Kells is well worth a visit with some fantastic Celtic crosses and an old abbey which the famous book of Kells is named after. That evening we ate at the Lime Kiln which is a gastropub just outside Laytown and had a first class meal.

Drogheda in the rain is not great but we went by bus and toured the shops - which went down very well with Jan! That evening we prepared our own meal and had a restful night in before the run on the Sunday.

Sunday dawned dry and bright which was perfect for the run. For the run itself we were joined by several local Irish Alfas and after the usual group photo we were handed our Route Books. These followed the usual Tulip diagram format and had distances in both miles and kilometres to cater for both British and Irish entrants (nice touch). In essence the Route Book took us to locations where we could park the car and get out to look for clues and 'treasure'.

Continued on Page 59



Irish Treasure Hunt in an Alfa Continued from Page 58

Jan and I don't normally do Treasure Hunts but the way the event was organised meant you could simply follow the route book as if it was a Touring Assembly. We chose the latter but collected a few clues at each stop to prove we had indeed followed the route.

We had one wrong slot in the day caused by a truck parking in front of a road sign – not bad. The route took us south along the coast towards Dublin with clues at villages such as Balidrigan and Skerries together with stately homes (Ardgillan Castle was astonishing). The route then went inland collecting clues as it looped northward to the Battle of the Boyne site just west of Drogheda.

The hard bit was then navigating through Drogheda for the final clues at Millmount Museum and back to the finish at The Village in Bettystown. A wonderful route well-chosen with a mixture of roads. The clues themselves gave some fascinating insights into the history of the area.

In all we recorded 53 miles and took just under 4 hours to complete the run.

It was then back to Laytown to prepare for the Gala Dinner. This was held at the Village and we enjoyed an excellent meal in good company. Prizes for the Treasure Hunt were then awarded and imagine our surprise when we received the last of many awards with a score of 25.5 points (the overall winners got well over 40).

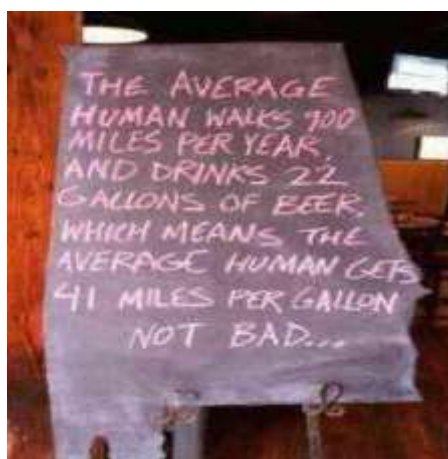
That left us with free time on the Monday to enjoy the area around Laytown and Bettystown on foot. Laytown beach is used for horse races by the way and is long and flat ideal for a pleasant stroll with views from the Mountains of Morne in the north to the Skerries in the south.

All that was left on the Tuesday was to say our goodbyes and return home. We had plenty of time before the boat sailed so meandered our way to Dublin again taking in the sights and visiting Malahide Castle and Gardens on the way to the port.

The trip back was as pleasant as the trip out and we spent the journey talking to fellow Alfa owners about the week-ends event.

All in all, a thoroughly enjoyable event and one we hope to repeat in the future.

Chris and Jan Lee : Lancashire AC : Alfa GT Q2



Lancashire Automobile Club Highland 3 Day 2019



The seed was sown after the 2018 LAC Coast to Coast run. We had taken part in our Triumph TR4, our son Mark with his wife Katy in their Morris Minor 1000 (nicknamed Cherry) and our Grandson Kyle with his Dad Paul as navigator in his Morris Minor 1000. Mark and Kyle said they wanted to do the Highland 3 Day and I got roped in. Unfortunately, due to work commitments, Kyle wasn't able to enter and Katy had to be home with the children. We roped in my brother, Michael, as navigator for Mark and Linda would navigate for me assuming she could stay awake! For backup, I would follow Mark and we fitted CB radios.

Linda and I were already in Scotland having been to the Bo'ness Revival and Hillclimb and then on to a TR Register Highland Tour so we arranged to meet at the Rosslea Hall Hotel. Fortunately, the weather had changed for the better as it had been a miserable couple of weeks weather wise.

Day 1

Saw us leave the Rosslea Hall Hotel in thick mist, equipped with our tulip diagram Route Book, an alternative route for later in the day and a diagram of the Glen Coe Auto Test. At this point, it is probably important to say it is advisable if you or your navigator can have a quick read through these documents to save, in my case, embarrassment later. We soon left the main road, joining the Glen Fruin road where, as we descended to the main A82, the sun started to burn through and we had glorious sunny weather for the rest of the day. At the top of the Rest and Be Thankful Pass, we took the single-track road heading for Loch Gailhead followed by Inveraray, Glen Orchy, Rannoch Moor and the head of Glen Coe. The Glencoe Mountain Resort was the venue for lunch and the first part of the "Gymkhana".

The test consisted of two runs through a course of cones, the object being to achieve the same time on both runs. Having watched a couple of cars do their first run, Linda remarked that "they didn't go very fast, we can beat them". Never having had the green light before, the blood rushed, I missed a cone and then found out what the rules were. Ah well, there would be another chance on the final day.

After lunch we took the Corran Ferry before passing along the shores of Loch Sunart through the ancient oak forest on single track roads heading for the 3pm ferry at Mallaig. At this stage, we realised time was tight if we were going to make it and a particularly slow driver who antagonised even the locals didn't help. Once clear, Mark unleashed all 48 horses (well, some may have escaped over the years) under the hood of Cherry and we managed to catch the ferry over to Skye by the skin of our teeth with Stuart and Linda Mason who had been following us. Some drivers were already on board and some had to catch the later 4pm ferry

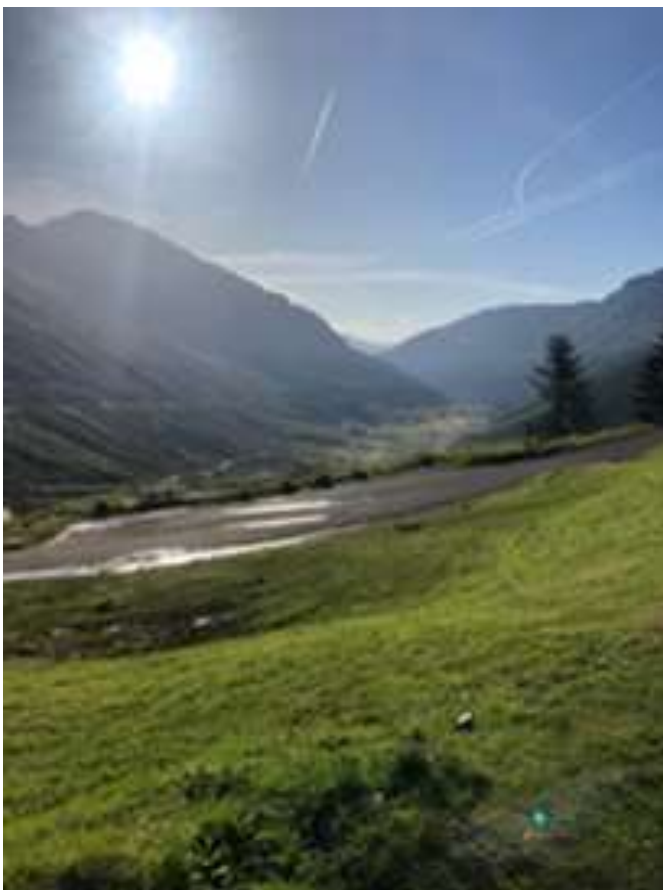
From the Isle of Skye, we elected to take the alternative route over the last remaining manually operated turntable ferry in Scotland. The main route was over the Skye Bridge. The Glenelg ferry runs from Kyle Rhea to Glenelg and generally takes six cars. Loading was tricky as, being the last car to load, my exhaust locked onto the quay and didn't want to board.



Team's Lewin



**Team Livesey and Brown
on top of the world**



Rest and be Thankful

LAC Highland 3 Day Tour

Continued from Page 60

The crew's experience showed and by getting the two cars in front to reverse and then coordinating a simultaneous move forward, we were on. Final destination of the day was at the Balmacara Hotel where we arrived soon after. A Navigation Exercise was available which many completed but we opted for a much-needed drink in the bar. With hindsight, we should have done it.

Day 2

Was another glorious sunny day with not a cloud in the beautiful blue sky. Again, the day's route book was handed out after breakfast along with an alternative route taking in the Applecross Loop over the classic Bealach na Ba pass (Pass of the Cattle). In addition, there was a navigation test for the morning and afternoon sections. These would be the first we had ever done but, being fairly competent with maps, we were confident we wouldn't make total idiots of ourselves. As with the Glenelg Ferry, we were determined to do the Applecross alternative and were confident that both cars were up to it. The reasoning was if we've come this far, we're going to see the highlights. And what highlights they were. The climb up the pass was exhilarating with hairpin after hairpin up to the summit at 2000 feet. Both cars performed admirably with Cherry leading the way showing you don't need big powerful cars to take part. As Mark said, back in the sixties, these were the everyday cars making the climb. The views over to the isles of Raasay and Rona, set in beautiful dark blue to shimmering emerald seas were magnificent. I accept that we had the perfect day but, on a day like that, I challenge anyone to find better, more majestic and magnificent scenery anywhere on earth.

Just before the lunch stop at the Loch Ness Hotel, we undertook our very first Navigation Exercise. Fortunately, Mark and Michael studied the map before leaving the Balmacara hotel in the morning and all we had to do was take the correct turns on the road and spot the relevant marker boards to prove we had gone the right way. Great fun with added confusion and self-doubt when cars were passed going the opposite way.

An excellent buffet lunch was served at the hotel following which we set off for the run to the afternoon Navigation Exercise and Nethybridge. It turned out, Linda and I were still looking for marker boards several miles after the exercise had finished and the route re-joined. If only Linda could manage to stay awake!

Day 3

Overcast and a little gloomy, we checked the cars and were surprised to see two Trabants in the car park. Their rally boards stating "Bugger Bognor. 50th Anniversary Road Run Sussex to Cape Wrath". All credit to them!

Soon after the start, there was a scheduled round of the gymkhana arranged and a chance to redeem myself. Unfortunately, there were two Motorhomes parked up on the car park and it appeared they were still asleep. .



Glen Coe Test



Mallaig Ferry



Balmacara Hotel



Dinner at the Balmacara Hotel

Continued on Page 62

LAC Highland 3 Day Tour

Continued from Page 61

It was deemed prudent, to save the good name of the Club, to abandon the test rather than wake them up to the screeching of tyres and revving engines. The morning route took us through Dalwhinnie and over the Drumochter Summit on the A9. On the way to the lunch stop, we passed somewhere in the region of 30 – 40 Maserati cars travelling in the opposite direction, their number plates showing they were from all over Europe.

After another excellent lunch in Kenmore we left and were soon into another Navigation Exercise. By now, the rain was continuous staying with us as we passed through Crianlarich and along the shores of Loch Lomond till we were arriving back at the Rosslea Hall Hotel where it had virtually stopped.

Overall, the cars performed perfectly, only needing a little oil top up. The scenery was breath-taking, the roads challenging and remarkably well surfaced in the main ranging from single track roads to fast A roads. The hotels and meals were first class and welcoming. The weather was fantastic up to the last day so yes, the sun does shine in Scotland and when it does, you are in for a real treat. The company was warm and friendly and the organisation was outstanding. It is difficult to express our thanks to Mike Raven and his team adequately. It is obviously a well organised team that he has and it must take an enormous amount of time to organise. Thanks again to everyone involved.

Would we do it again?

Definitely. Hopefully next time with three generations in two Morris Minor 1000s and a TR4.

Regrets?

Only the one.

Mike is taking a well-earned rest in 2020 after 21 years organising the tour. Hopefully, he will return fully reenergised in 2021 and we will definitely put our names down.

Thanks again for a great weekend.

Keith and Linda Lewin





Lancashire Automobile Club Clerk Hill Hillclimb

Chris Lee : Lancashire A.C.

For Christmas in 1958, when I was eight years old, I received a fantastic Christmas present 'The Eagle Book of Cars and Motor-sport' in its 192 pages I learned about how cars work, are designed and built as well as much of the history of the motor car.

One particular section really fired my young imagination that was obviously the one concerning motor sport. In this section I learned that motorsport wasn't just racing in some far off circuit but had local roots. One photo really hit a chord and that was of a car hurtling up a rough hillclimb course not far from home at an event organised by a local club.

That hillclimb was a Clerk Hill near Whalley and the club was, of course the Lancashire Automobile Club – I was truly hooked!

Sadly, I lent the book to a friend (you know who you are!) some years later and, as is the way with all things it got lost. Imagine my surprise when a copy of the very photograph was sent to me, via Mike Wood, from John Wadsworth.

Thanks to John and Mike I have managed to piece together some more details on this particular bit of club history.

The hillclimb was first held in 1951 and the picture is from the 1953 event. The competitive section of the hill itself was about 250yds with left and right hand bends with an average gradient of one in eight. Whilst the steepness of the hill presented little difficulties to the cars and motorbikes of the time the loose surface and tricky bends placed a premium on skilful driving and throttle control. Even then health and safety was a concern and the programme stated "spectators are strongly recommended to position themselves around the course in such a manner as to avoid stones flung up from the wheels of the 'throttle happy' types."

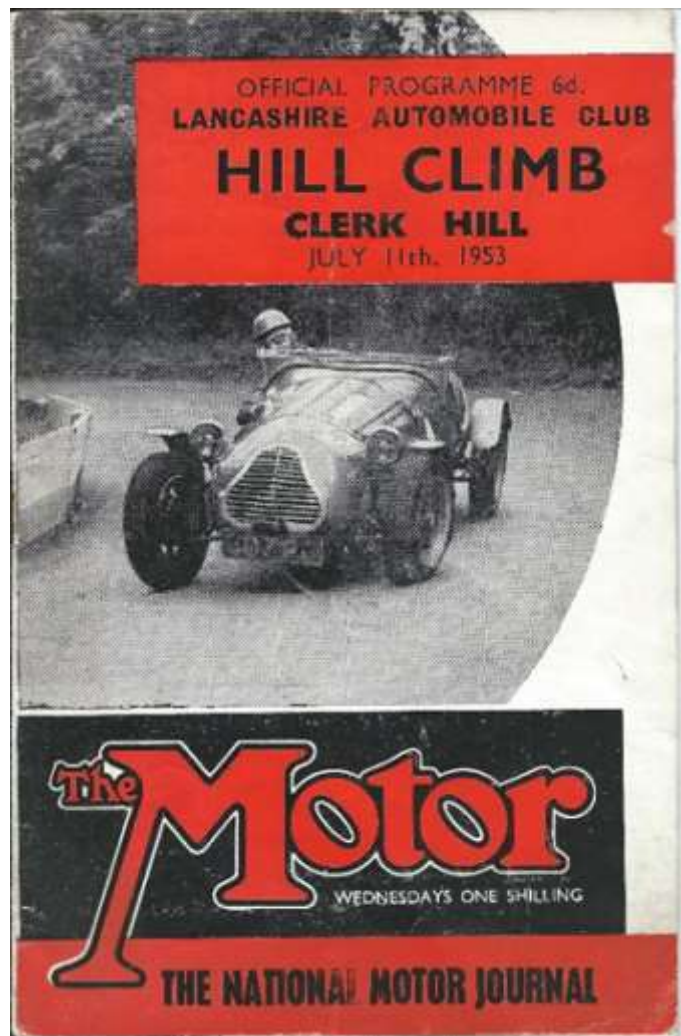
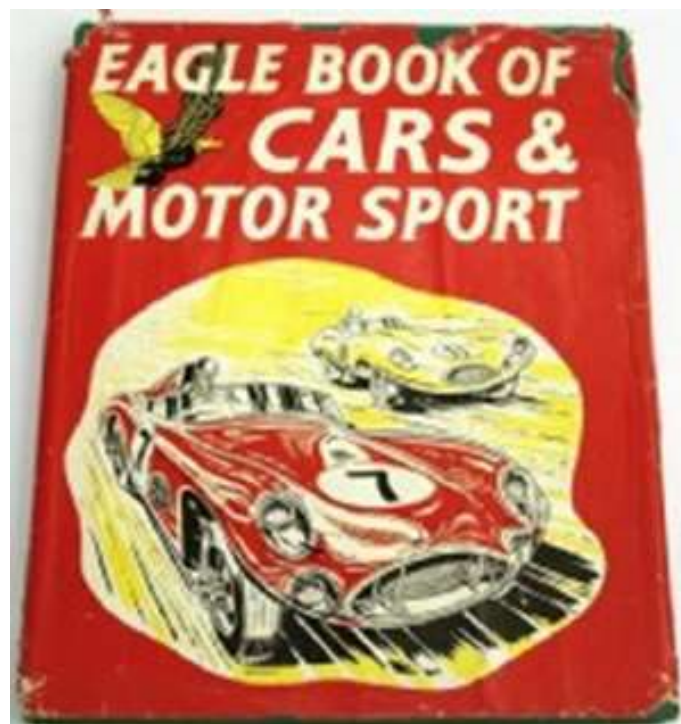
It goes on to say "The danger points are indicated, and in any case should be obvious to you as an intelligent person; the not so intelligent people who get themselves hurt may have attention from the St John Ambulance men who will be present, but we don't want to trouble these gentlemen if it can be avoided."

As a final warning it states "The course must be kept clear whilst the competition is in progress, otherwise the Clerk of Course will suspend racing until the course is cleared; the co-operation of all spectators in this matter will be appreciated."

There were joint Clerks of Course. Jack Taylor, for the motor cars and AB Gaskell, for the motorbikes. Secretary of the meeting was Jack Duckworth who was still active when I first joined the club.

The picture from the Eagle Book (right) is of Mike Wilson in his 'special' car number 27. Mike was entered under BARC and as you can see driver protection, although normal at the time, was pretty non-existent. According to Mike Wood's records Mike Wilson managed the 250 yard course in 34.3 seconds which was amongst the quickest times on the day.

According to Mike's records the fastest of the car entry was J. Clegg entered under Lancs and Cheshire Car Club also in a special with a time of 32.4secs closely followed by LAC member Charlie Hardman in his Dellow with a time of 32.8secs. Charlie was a very good rally driver in those day's.



Continued on Page 64

Clerk Hill Hillclimb **Continued from Page 63**

Mike Wilson is best remembered as Clerk of Course for the Yorkshire Rally and stage commander for many years on some of the Yorkshire Stages on the RAC Rally. Again another in another interesting twist Mike Wilson masterminded the Harewood Hillclimb which opened in 1962 and is still in use to this day. Perhaps Clerk Hill played no little part in Mike's thoughts.

As for Clerk Hill itself with its limited length it's time in the limelight was short lived.

By the way if you wonder where it is - Whalley Golf Club, where many of you have attended LAC events is situated on Clerk Hill Road so the links continue to this day.

Chris Lee : Lancashire A.C.



Rough Hills used in this sport are never chosen for their good surfaces, but the Lancs. Automobile Club seem to have found the roughest hill for many miles around, for this mud-slagging event!

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

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



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

The classes will be 1.0, 1.4 and 2.0

Events are

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

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

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

TECHNICAL STUFF

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

Rally First

Great to see Mary on Keyboard and Joseph on vocals, on this year's Christmas Stamp



I shoot golf in the 70's. When it gets any colder than that, I quit.

Cute Christmas Robin



WANTED! GOOD WOMAN

Must be able to clean,
cook, sew, caddy, and
find lost balls.

Must have golf
cart and trailer.

PLEASE SEND PICTURE
OF GOLF CART & TRAILER

548

Autosport : 26th October 1956

CORRESPONDENCE

British/European G.P. Venue-Controversy Rages

Pro-Aintree

WITH reference to the letter in your Correspondence Column by T. R. Gomm, in your edition of 12th October, this letter must surely be written either in ignorance or by a dissatisfied spectator.

Facilities at Aintree for watching motor racing are the same as those for horse racing. Aintree would not be the venue for the most famous steeplechase in the world if these facilities were not good.

I would point out that the spectator facilities at Aintree are far from deplorable. They are probably the best in the country, and from the stands one can see the whole of the circuit. Obviously, at some point in the event, racing takes place in the distance on a three-mile circuit. The pits and the track could not be nearer to the stands for obvious safety reasons.

One can reach Aintree simply, by main road or by rail straight to the track.

Whilst there are several temporary stands at points round the circuit, there is also an inclined bank down the straight, which will comfortably hold upwards of 100,000 people and the permanent stands which hold many thousands of people are both open and sheltered, leaving little to be desired, having bars, lounges, dining rooms and toilet facilities (not forgetting the fully equipped course hospital), superior to what one could hope for at any track with stands of a temporary nature. The total crowd capacity of Aintree is virtually unlimited.

Aintree has every possible amenity and, from the racing point of view, the track, which was designed and laid by experts, is first class.

The attendance figures at Aintree have been good, except for two meetings which were literally almost washed away by continuous torrential rain, and even at those, many people remained dry and more comfortable than they could have done at any other circuit.

There are many other advantages at Aintree, too numerous to mention without entering into protracted correspondence, but to say that enthusiasts are not in favour of this circuit is wrong. The attendance figures at southern meetings would not be anything like as large as they are, if it were not for the thousands of enthusiasts who flock down from the North.

This letter may sound like an ardent defence of our Liverpool circuit, and I would point out that as a Club we have no connection whatsoever with Aintree, but feel that people such as your correspondent, before writing to the press, should get their facts right. The permanent amenities, supplemented by those erected at the time, are of a very high order and far greater than one would expect at the majority of tracks, which are not more than re-surfaced airfield perimeters.

One last important point—good hotel accommodation is always available in nearby Liverpool and Southport, for those who wish to stay overnight.

I shall be interested to hear from your correspondent what other circuits compare so favourably with Aintree.

P. LEDGER LOMAS,
HON. GENERAL & COMP. SEC.,
LIVERPOOL M.C.

LIVERPOOL, 23.



NESCRO

Historic Motorsport In
The North Of England & Scotland



2020 Calendar & Challenge Rounds

Date	Event	Organising Club
March 14 th	Mull Classic & Targa	Mull CC & Saltire RC
May 2/3 rd	Berwick Classic & Targa	Berwick MC
May 16/17 th	East Yorks Classic & Targa	De Lacy MC
May 24 th	SoSCC Targa	South of Scotland CC
June 7 th	Shaw Trophy Targa	Whickham / Hadrian
June 28 th	Lake District Classic & Targa	Wigton MC
July 19 th	Northern Dales Classic & Targa	Hexham & DMC
August 16 th	Blue Streak Classic & Targa	Spadeadam MC
September 5/6 th	Bo'ness Classic & Targa	Saltire RC
September 6 th	Nissan Targa & Classic	Durham AC
September 20 th	Doonhamer Classic & Targa	South of Scotland CC
October 18 th	Solway Targa & Classic	Wigton MC
October 25 th	Tynemouth Historic & Classic	Tynemouth MC
November 15 th	Saltire Classic & Targa	Saltire RC



Updates & News on Facebook at
[North of England & Scottish Classic Rally Organisers](#)



Le Jog : Photos Courtesy of Tony North



For Sale

Clan Crusader

Registered 1973



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

Offers over £5500

will be considered or split as above.

The car maybe viewed in Carlisle
Contact: Richard Milne/Mark Milne
07712 554495 or 07875 551026





British Motorsports Marshals' Club appoint Ben Edwards as its new BMMC President

At its Annual General Meeting on the 1st December 2019 the British Motorsports Marshals' Club (BMMC) ratified the appointment of Ben Edwards as its new BMMC President following the sad loss of Barry "Whizzo" Williams last year.

The voice of F1 for Channel 4 for the last four years, and the BBC for the previous three years, Edwards has a long and distinguished career in motorsport and becomes the sixth BMMC President in the Club's 62-year history.

Ben started in motorsport as a weekend mechanic, became a racing driver and instructor, won 2 National motor racing titles and then swapped steering wheel for microphone to establish himself as one of the foremost commentators in the world.

His racing exploits included Formula Ford, Formula First and the Vauxhall Lotus series where he raced against Mika Hakkinen, Allan McNish, Gil De Ferran and David Coulthard.

He was a senior instructor at the Brands Hatch Racing School, working with the legendary Tony Lanfranchi, and remembers teaching Jackie Stewart's son Paul some of the basics of circuit driving.

His commentating debut also came at the Kent circuit, where encouraged by Brands stalwart Brian Jones, he quickly became absorbed in the process of communicating his favourite sport.

He made his TV commentating debut alongside Tiff Needell in 1987, became a regular on Eurosport in 1993 and covered Formula One with Eurosport in 1995-96.

Four years spent covering the US racing scene were followed by another year of F1 in 2002 for Sky, when he also became ITV's voice of the British Touring Car Championship. World Championship Speedway, Powerboats, A1GP and World Rally have all come under his umbrella since then and he voiced the official F1 highlights DVD for many years.

In 2008 he commentated several Grand Prix for 'F1 in Cinema' while in 2010 Superleague Formula and FIA GT1 World Championship were added to the list.

He enjoys writing about the sport, and still competes occasionally in order to maintain that link between race fan and driver.

Speaking on his appointment Ben Edwards said: "It is a real honour to take on this role, as I have nothing but admiration for the dedication and excellence of Britain's marshals. I was blown away when I was approached to be President, although that may have been because we were in Anglesey at the time.

"Whizzo was a legend and filling his boots is impossible, especially as I'm only a size 7, but I am looking forward to engaging with the Club and celebrating the passion for motorsport that stretches from F1 to local car club meetings. Thank you for having me."

BMMC Chair Nadine Lewis said: "We have consciously taken our time finding a suitable successor to Barry "Whizzo" Williams, his passing was a huge loss to the whole motorsports community.

"After much deliberation, the BMMC Council agreed to approach Ben and invite him to succeed Barry and needless to say we are absolutely delighted he has agreed to take on this role.

"We look forward to working with Ben and his help in raising the profile of the work our 2,400+ BMMC members undertake week in, week out."



HAWKSHEAD GIN AND SPIRIT CO

Hawkshead Gin And Spirit Co is small craft spirit business based in Hawkshead village at the very heart of the English Lake District, a UNESCO World heritage site.

We produce a range of fine gins and spirits, all carefully handcrafted using our unique blending process to let the true flavours of the gins shine through from the very first taste.

We are very environmentally aware and only use 100% recycled glass for our bottles and responsibly sourced corks for our stoppers.

All our labels are produced using minimal inks and recycled paper.

We try to re use or recycle 100% of any packaging that our suppliers send to us

We produce three different gins at the moment. All contain fine botanicals from around the world and some local ones picked from the wild hedgerows of the Lake District.

Potter's No1 is a classic London dry gin, full of citrus flavour. Perfect for a lovely G&T. Serve over ice with a premium Mediterranean tonic and a slice of orange.

Potter's Pink Raspberry gin is bursting with delicious raspberry and vanilla notes that carry right to the last sip. Serve over ice with a premium tonic and garnish with a few raspberry's. Delicious !

Ruskin's red berry is a unique blend of four red berry flavours. The fruit really is the star in this gin giving an amazing berry burst sensation in the mouth. A super summer gin, drink with a premium tonic over ice or just sip over ice. Yummy.

We supply general public, trade and retail customers. Our products are stocked in many great pub's, restaurants and hotels in the Lake District area and are also available from selected retailers for off sales.

We offer a fast postal service for all customers and can ship to anywhere in the world with environmentally friendly protective packaging.

Please contact us for all your needs and we will do our very best to help you out.

We deliver to local trade outlets on a weekly basis.

For all trade enquires please contact Mark on 07951454330

hawksgin@mail.com

<https://hawksheadginandspirit.com/>



A woman, cranky because her husband was late coming home again, decided to leave a note, saying, "I've had enough and I've left you . . . don't bother coming after me" Then she hid under the bed to see his reaction.

After a short while the husband comes home and she could hear him in the kitchen before he comes into the bedroom. She could see him walk towards the dresser and pick up the note...

After a few minutes he wrote something on it before picking up the phone and calling someone . . . "She's finally gone . . . yeah I know, about bloody time, I'm coming to see you, put on that sexy french nightie. I love you . . . can't wait to see you . . . we'll do all the naughty things you like."

He hung up, grabbed his keys and left.

She heard the car drive off as she came out from under the bed. Seething with rage and with tears in her eyes she grabbed the note to see what he wrote . . . "I can see your feet. We're outta bread: be back in five minutes."

HAWKSHEAD GIN

SD34MSG

Road Rally

1st O/A

AND

1st in Class

(Driver & Navigator)

**Will each receive a
bottle of Hawkshead
Gin when they collect
their award**

ANWCC CALENDAR 2020

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

Jan 25 AWARDS 2019

ANWCC

CHAMPIONSHIP EVENTS

STAGE RALLY (Non-Championship)

Feb 1	Jack Neal	Clitheroe & DMC
Feb 22	Ormco Stages	Manx AS
Mar 1	Lee Holland	Pendle DMC & G&P
Mar 1	Questmead	Warrington & DMC
Mar 21/22	NW Stages *	Motor Sport NW
Apr 5	Lookout	Trackrod MC
Apr 11	Tour of Epynt	Port Talbot MC
Apr 12	Warcop	North Humberside MC
Apr 19	SMC Stages	Stockport 061 MC
May 10	CompBrake Motorsport	Wigan & DMC
May 10	Toyota Harlech	Harlech & DMC
May 15/16	Manx/Chris Kelly *	Manx AS
May 24 or 31	John Overend	North Humberside MC
Jun 14	Keith Frecker	Blackpool S Shore MC
Jul 5	Enville	Warrington & DMC
Aug 9	Heroes	Pendle DMC & G&P
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
Oct 2/3	Pokerstars *	Manx AS
Oct 10/11	Mull *	Mull CC
Oct 11	Adgespeed	Wigan & DMC
Nov 7	Neil Howard	Bolton-le-Moors CC
Nov 21/22	Glyn Memorial	Caerns & Anglesey MC
Nov 22	Cadwell	North Humberside MC
Nov 29	Hall Trophy	Clitheroe & DMC

NORTH WALES STAGE RALLY CHALLENGE

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

FOREST STAGE CHAMPIONSHIP

Feb 8	Cambrian	North Wales CC
Feb 9	Riponian	Ripon MSC
Mar 14	Malcolm Wilson	Kirkby Lonsdale MC
Mar 28/29	Rally N Wales	Wolv & S Staffs CC
May 16	Plains	Knutsford & DMC
Jun 27	Argyll	Mull CC
Jul 5	Greystoke	W Cumbria MC
Jul 11	Nicky Grist	Quinton MC
Sep 5	Woodpecker	60 & Worcestershire MC
Sep 26	Trackrod	Trackrod MC
Oct 17	Wydean	Forest of Dean MC

ROAD & NAVIGATION RALLY

Feb 22/23	John Robson	Hexham & DMC
Mar 14/15	Llyn	Harlech & DMC
Apr 4/5	Primrose	Clitheroe & DMC
Apr 4/5	Border 100	Welsh Border CC
Apr 25/26	Night Owl	Aberystwyth & DMC
Jun 13/14	GP Memorial	Garstang & Preston MC
Jun 20/21	Rali Bro Cader	Harlech & DMC
Aug 15/16	Barcud	Barcud MC
Sep 12/13	Rali Môn	Caerns & Anglesey MC
Sep 19/20	Clitheronian	Clitheroe & DMC
Oct 10/11	Darowen	Dovey Valley MC
Oct 17/18	Winter	North Wales CC
Oct 24/25	Cilwendeg	Teifi Valley MC
Nov 7/8	Powys Lanes	Epynt MC
Nov 14/15	Farrington	Clwyd Vale MC
Dec 5/6	Eagle	Newtown & DAC

NORTH WALES ROAD RALLY CHALLENGE

Mar 14/15	Llyn	Harlech & DMC
Apr 11/12	Border 100	Welsh Border CC
Jun 20/21	Rali Bro Cader	Harlech & DMC
Sep 12/13	Rali Môn	Caerns & Anglesey MC
Oct 10/11	Darowen	Dovey Valley MC
Oct 17/18	Winter	North Wales CC
Nov 14/15	Farrington	Clwyd Vale MC

HISTORIC ROAD

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

TARGA ROAD RALLY

Apr 12	Chris Hellier	Barcud MC
May 2	061 Targa	Stockport 061 MC
May 16	Twyford	Mid-Derbyshire MC
May 31	Cwm Cynfal	Bala & DMC
Jun 7	Ystwyth	Aberystwyth & DMC
Jun 27	Oaks Trophy	Ecurie Royal Oak MC
Jul 12	Holrus	Newtown & DAC
Jul 26	Targa Tracks	116 CC
Nov 29	Targa	Knutsford & DMC

AUTOTEST

Feb 8	70th Anniversary	Bolton-le-Moors CC
Feb 16	Autotest	Accrington MSC & U17
Mar 8	Autotest	Caerns & Anglesey MC
Mar 9	Jon McKenzie	Hagley & DLCC
Mar 29	Autotest	Rhyl & DMC
Apr 26	Autotest	Rhyl & DMC
May 17	Lymm	CSMA NW MSG
May 17	Granny Knot	Wolv'ton & S Staffs CC
Jun 21	Lymm	CSMA NW MSG
Jun 21	Acaster Melbis	Alwoodley MC
Jul 5	Tim Sargeant	Knutsford & DMC
Jul 19	Blackburn	Under 17 MC NW
Sep 6	Kennings	Caerns & Anglesey MC
Sep 13	Autotest	Under 17 MC NW

Sep 18	Aberconwy	North Wales CC
Sep 27	Firefly	Whitchurch MC
Dec 6	Blackburn	Accrington MSC

PRODUCTION CAR AUTOTEST

Feb 8	70 th Anniversary	Bolton-le-Moors CC
Feb 15	Blackburn	Under 17 MC NW
Feb 16	Blackburn	Accrington MSC
Mar 8	PCA	Caerns & Anglesey MC
Mar 29	PCA	Rhyl & DMC
Apr 5	Wern Ddu	Warrington & DMC
Apr 26	Mostyn	Rhyl & DMC
May 17	Lymm	CSMA NW MSG
Jun 14	Wern Ddu	Warrington & DMC
Jun 21	Lymm	CSMA NW MSG
Jul 5	Grass PCA	Rhyl & DMC
Jul 18	Blackburn	Under 17 MC NW
Jul 19	Blackburn	Under 17 MC NW
Jul 19	Wern Ddu	Warrington & DMC
Jul 19	Northern Dales	Hexham & DMC
Aug 23	Wern Ddu	Warrington & DMC
Sep 12	Blackburn	Under 17 MC NW
Sep 13	Blackburn	Under 17 MC NW
Sep 18	Aberconwy	North Wales CC
Oct 18	Wern Ddu	Warrington & DMC
Dec 5	Blackburn	Under 17 MC NW
Dec 6	Blackburn	Accrington MSC

AUTOSOLO

Feb 8	70 th Anniversary	Bolton-le-Moors CC
Feb 15	Blackburn	Under 17 MC NW
Feb 16	Blackburn	Accrington MSC & U17
May 17	Lymm	CSMA NW MSG
May 25	Clwydian Cars	Clwyd Vale MC
Jun 21	Lymm	CSMA NW MSG
Jul 18	Blackburn	Under 17 MC NW
Jul 19	Blackburn	Under 17 MC NW
Aug 30	Ormskirk	Bolton-le-Moors CC
Sep 12	Blackburn	Under 17 MC NW
Sep 13	Blackburn	Under 17 MC NW
Sep 18	Aberconwy	North Wales CC
Oct 4	Clwydian Cars	Clwyd Vale MC
Oct 25	Jubilee	Knutsford & DMC
Dec 5	Blackburn	Under 17 MC NW
Dec 6	Blackburn	Accrington MSC

CAR TRIALS

Mar 21	Cymru	North Wales CC
Mar 22	Clwyd	Clwyd Vale MC
May 23	Derwydd	Bala & DMC
May 24	MAS	Caerns & Anglesey MC
Jun 14	Wyre	Kidderminster MCC
Jul 25	PCT	Airedale & Pennine MC
Jul 26	Filtrate Trophy	Ilkley & DMC
Aug 1	Burnt House	Clitheroe & DMC
Sep 13	Gaby Möhr	Wolv'ton & S Staffs CC
Sep 20	Ernest Owen	Owen MC
Sep 27	Disgarth	Bala & DMC
Oct 18	Yorkshire Post	Ilkley & DMC

SPRINT

Apr 4	Anglesey	Longton & DMC
Apr 5	Anglesey	Longton & DMC
Apr 11	Blyton	BARC Midlands
Apr 12	Blyton	BARC Midlands

Apr 25	Aintree	Liverpool MC
May 2	Anglesey	MG CC North-West
May 3	Anglesey	MG CC North-West
May 16	Blyton	Longton & DMC
May 17	Blyton	Longton & DMC
Jun 14	Three Sisters	Longton & DMC
Jun 21	Keith Pattison	Huddersfield & York MCs
Jun 27	Aintree	Liverpool MC
Jul 26	Sprint	Longton & DMC
Aug 9	Curborough	Mid-Cheshire MRC
Aug 22	Curborough	BARC Midlands
Aug 23	Curborough	BARC Midlands
Sep 5	Aintree	Liverpool MC
Sep 6	Three Sisters	Longton & DMC
Oct 3	Anglesey	Longton & DMC
Oct 4	Anglesey	Longton & DMC
Oct 17	Curborough	BARC Midlands

HILLCLIMB

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

INTER-ASSOCIATION EVENTS

Please contact Championship Co-Ordinator if interested in being part of an ANWCC team on any of these events:		
TBA	Autosolo	EMAMC (East Midlands)
TBA	Autotest	ACSMC (Central Southern)
TBA	Autocross	ANECC (North-East)
TBA	Car Trial	ANCC (Northern)
TBA	Cross-Country	SACC (Scottish)
TBA	Road Rally	ANEMMC (NE Midlands)
TBA	Sporting Trial	ASWMC (South-West)
TBA	Sprint	ANWCC (North-West)
TBA	Stage Rally	WAMC (Welsh)

Motorsport UK New Licences

I am finally getting my head round the licencing situation and event status.

... for competitor licences it's actually quite simple - if you're restricting your activity to Autotest, PCA, Autosolos and Trials then the RS Clubman licence is all you need - and it's FREE. Also covers Clubman status rallies.

If you're doing rallies (other than Clubman ones), Sprints or Hillclimbs then you need the RS Interclub licence.

Dave Thomas

NON CHAMPIONSHIP EVENTS**STAGE RALLY (Non-Championship)**

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

HISTORIC STAGE RALLY (Non-Championship)

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

ROAD & NAV RALLY (Non-Championship)

Jan 9 12-Car Mid-Derbyshire MC
 Jan 14 12-Car Matlock MC
 Jan 18/19 Cambrian Road Tregaron & DMC
 Feb 6 12-Car Mid-Derbyshire MC
 Feb 8 Harry & Ivy Kirkby Lonsdale MC
 Feb 22/23 Valentine Caerns & Anglesey MC
 Feb 28/1 Bro Caron Lampeter & DMC
 Mar 5 12-Car Mid-Derbyshire MC
 Mar 10 12-Car Matlock MC
 Apr 2 12-Car Mid-Derbyshire MC
 Apr 4/5 Bro Preseli Teifi Valley MC
 Oct 10/11 J D Romain Rhyl & DMC
 Nov 15/16 Trenholme Harlech & DMC
 Nov 24 12-Car Matlock MC
 Dec 5/6 JJ Brown Caerns & Anglesey MC

TARGA ROAD RALLY (Non-Championship)

Mar 14 Mull Mull CC
 Jun 7 Targa Ilkley & DMC
 Jun 13 Dyffryn Twymyn Dovey Valley MC
 Aug 16 Blue Streak Spadeadam MC
 Oct 17 Derbyshire Matlock MC
 Oct 18 Targa Caerns & Anglesey MC

SCATTER RALLY (Non-Championship)

Feb 3 Scatter 201 Knutsford & DMC
 Feb 11 Scatter Rally Matlock MC
 Mar 2 Scatter 202 Knutsford & DMC
 Apr 6 Scatter 203 Knutsford & DMC
 Jun 19 Scatter Caerns & Anglesey MC
 Oct 5 Scatter 204 Knutsford & DMC
 Nov 2 Scatter 205 Knutsford & DMC
 Dec 7 Scatter 206 Knutsford & DMC
 Dec 20 Point to Point Scatter Matlock MC

HISTORIC ROAD (Non-Championship)

Mar 21/22 North Yorkshire York MC
 Jun 2-6 Three Castles Three Castles MC
 Jun 7 Historic Rally Ilkley & DMC
 Aug 16 Blue Streak Spadeadam MC
 Oct 17 Derbyshire Matlock MC

CLASSIC RUNS & TOURING ASSEMBLIES

Apr 25 Two Peaks Two Peaks MC
 Apr 26 St George's Day Run Lancashire AC
 May 16 Fellsman Classic Run Lancashire AC
 May 17 Classic Tour Lindholme MSC
 Jun 14 M'Cr to B'pool Run Lancashire AC
 Jun 20 Touring Assembly Pendle DMC
 Jul 11 Coast to Coast Classic Lancashire AC
 Jul 5 or 12 Caves Classic North Humberside MC
 Jul 12 Cars the Star Kirkby Lonsdale MC
 Jul 12 SMC Classic Spadeadam MC
 Aug 16 Scenic Run North Humberside MC
 Sep 12/13 Bridlington North Humberside MC

AUTOTEST (Non-Championship)

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

PROD'N CAR AUTOTEST (Non-Championship)

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

AUTOSOLO (Non-Championship)

Jan 25 Autosolo Mid-Derbyshire MC
 Feb 1 Seighford Owen MC
 Oct 18 Bright Sparks Owen MC
 Dec 27 Slithering Santa Owen MC

CAR TRIALS (Non-Championship)

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

SPORTING CAR TRIALS

Feb 23 Geoff Taylor Trial Hagley & DLCC

SPRINT (Non-Championship)

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

TRACK DAYS

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

HILLCLIMB (Non-Championship)

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

RACE MEETINGS

Apr 4	Oulton Park	BARC NW
Apr 25/26	Croft	Darlington & DMC
May 9/10	Anglesey	BARC NW
Jul 4/5	Cadwell Park	BARC NW
Aug 22/23	Donington Park	BARC NW
Sep 11/12	Oulton Park	BARC NW

TRAINING

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

OTHER EVENTS

Jan 9-12	Model Car World Champ	BRCA
Feb 28/29	Chester Rally Revival	Lighting House
Mar 13	AGM	Under 17 MC NW
Jun 6-7	Historic Festival	Rallying History
Aug 30	Ormskirk Motorfest	Aintree CC

North Wales Car Club Visit Conwy Cambrian Rally 8th February 2020



A COMPACT route incorporating Wales Rally GB stages, and limited road mileage, plus an improved town centre service area, and a £30 cashback offer for 2019 driver entrants, are some of the ingredients which look set to make the Visit Conwy Cambrian Rally an attractive start to the 2020 British rally calendar.

Organisers, North Wales Car Club, say they've responded to feedback from last year's event which saw last minute changes to the route which were beyond their control.

Clerk of the course Alyn Edwards commented: "Our aim is to provide an event which competitors and spectators alike find enjoyable, and provides a fitting start to both the British Rally Championship, and the British Trials and Rally Drivers' Championship seasons, and we feel the format for the 2020 event will provide that.

"We are fortunate to have been able to incorporate some great stages, and the event will be the most compact ever, being centred on the Conwy Valley around the Betws y Coed area with limited road mileage to and from the start/finish and service area in Llandudno town centre, where, after last year's trial of the facilities, lessons have been learned."

Because of last year's late route change and reduction in stage mileage the rally committee has also decided to give a £30 refund on signing on to driver/entrants from the 2019 Cambrian who enter for 2020, and this will be payable at signing on at rally headquarters.

The six gravel stages on offer at February's event are Crafnant, Gwydir where it will follow a previously unused route, a 14 mile test at Penmachno, and Elsi where changes have been made to eliminate a section which tends to cut up. And back in the mix for the first time for some years is the popular Great Orme stage. Competitors may also welcome reverse seeding which will see the 1400cc cars running at the head of the field.

"Rally4Wales have done a great job on regrading the stages since Wales Rally GB and we feel we are able to offer competitors an opportunity to show their skills to the maximum while giving great value for money," added Edwards.

Entries are now open for the 2020 Cambrian Rally and information can be found at www.cambrianrally.co.uk

Championship Standings

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

Road Rally : Provisional Final

O/A	Driver	Club	Points
1	Mark Lennox	Newtown	636
2	Andy Price	WBCC	596
3	Steve King	WBCC	566
4	George Williams	W&SSCC	412
5	Steven Williams	Teifi Valley	373

O/A	Navigator	Club	Points
1	Rob Bryn Jones	Clwyd Vale	655
2	Ian Beamond	Newtown	636
3	Michael Hughes	Dovey Valley	597
4	Grace Pedley	Knowldale	531
5	Cadog Davies	Lampeter	512

Stage Rally : Provisional Final

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

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

Stage Rally (Forest) : Provisional Final

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

O/A	Co-Driver	Club	Points
1	Ian Jones	NWCC	251
2	Peredur Davies	C&A	189
3	Fred Roberts	York	188
4	Heather Merryson	60 & Worcs	148
5	Jon Riley	York	144

Autotest : Provisional Final

O/A	Driver	Club	Points
1	Colin Moreton	Knutsford	225
2	Dave Evans	Whitchurch	197
3	Paul Fobister	Rhyl	187
4	Dave Goodlad	Knutsford	168
5	Duncan Wild	Knutsford	138

PCA (U 25): Provisional Final

O/A	Driver	Club	Points
1	James Robinson	U17MC	239
2	Matthew Nicholls	Bolton	220
3	Jessica Crawley	Warrington	214
4	Chris Johnson	Warrington	134
5	Neil Jones	Bala	120

AutoSOLO : Provisional Final

O/A	Driver	Club	Points
1	Neil Jones	Bala	240
2	Howard Morris	Rhyl	229
3	Andy Williams	Knutsford	221
4	Scott MacMahon	U17MC	216
5	James Williams	U17MC	208

Sprint : Final

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

Hillclimb : Final

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

Trials : Provisional Final

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

Championship Standings

In Brief : Updated 09/12/19

go to <http://anwcc.co.uk>

North Wales Stage Rally Challenge

O/A	Driver	Club	Points
1	Andrew Morris	WBCC	189
2	Adam Williams	Warrington	184
3	Greg Williams	Warrington	171
4	Keith Anglesea	B&B	150
5	Trevor Groves	Clwyd Vale	147

O/A	Navigator	Club	Points
1	Chloe Thomas	C&A	189
2	Rachael Atherton	Warrington	180
3	Lewis Griffiths	C&A	173
4	Jonathon Kennedy	Warrington	160
5	Lauren Groves	Clwyd Vale	148

North Wales Road Rally Challenge

O/A	Driver	Club	Points
1	Mark Lennox	Newtown	145
2	Steven Williams	Teifi Valley	141
3	Gerallt Williams	Bala	134
4	Andy Price	WBCC	126
5	Steve King	WBCC	124

O/A	Co-Driver	Club	Points
1	Ian Beamond	Newtown	145
2	Michael Hughes	Dovey Valley	131
3	Deio Hughes	C & A	128
4	Michael Jones	WBCC	125
5	Al Hayward	Clwyd Vale	123

Historic Road Rally Challenge

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

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

Allrounders Championship

O/A	O/A Driver	Club	Points
1	David Goodlad	Knutsford	150
2	John Wadsworth	NWCC	149
3	James Robinson	U17MC	130
4	Steve Johnson	U17MC	120
5	James Swallow	Bolton	117

O/A	Junior (U25) Driver	Club	Points
1	James Robinson	U17NW	130
2	Scott MacMahon	U17MC	98
3	Sion Griffith	Bala	92
4	Matthew Nichols	Bolton	88
5	Jessica Crawley	Warrington	86

O/A	Driver - 1000cc	Club	Points
1	Andy Williams	Knutsford	87
2	Jessica Crawley	Warrington	84
3	James Williams	Knutsford	81
4	Andy Crawley	Warrington	48
5	Greg Williams	Warrington	43

Inter-Club Championship

O/A	Club	Points
1	Knutsford	447
2	Bolton-le-Moors	409
3	Caernarvonshire & Anglesey MC	387
4	Bala & DMC	377
5	North Wales CC	366
6	Clitheroe & DMC	334
7	Under 17 MC (NW)	331
8	Liverpool MC	266
9	Ilkley & DMC	255
10	Warrington & DMC	245

Marshals Championship

O/A	Marshal	Club	Points
1	Tim Millington	Warrington	201
2	Amanda Baron	Wallasey	111
3	Laura Jos	C&A	107
4	Catrin Jos	C&A	91
5	Rob Jos	C&A	90
6	Maurice Ellison	Clitheroe	89
7	David Mitchell	Liverpool	78
8	Jon Aston	Buccaneer	72
= 9	William O'Brien	Warrington	70
=9	Robert O'Brien	Warrington	70

Championship Standings

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

Glynn Edwards Memorial Championship

O/A	Club	Points
1	Caernarvonshire & Anglesey	1280
2	Bala & DMC	1157
3	Harlech & DMC	797
4	Clwyd Vale	752
5	North Wales CC	717
6	Rhyl & DMC	362
7	Broughton & Breton MC	324
8	116 CC	278

Ladies Rally Championship

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

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

All Rounders

O/A	Driver	Club	Points
=1	David Goodlad	Knutsford	150
=1	Neil Jones	Bala	150
3	John Wadsworth	NWCC	149
4	Stephen Johnson	U17MC	134
5	James Robinson	U17MC	132

Sprint & Hillclimb

O/A	Driver	Club	Points
1	David Goodlad	Knutsford	812.60
2	John Wadsworth	NWCC	812.05
3	Nigel Fox	Clitheroe	804.40
4	Peter Messer	Clitheroe	776.31
5	Robert Holt	Liverpool	746.02



ASSOCIATION OF NORTH-WESTERN CAR CLUBS

www.anwcc.co.uk

REGIONAL CHAMPIONSHIPS FOR CLUB COMPETITORS
 (open to members of all ANWCC member clubs)

LOGON TO THE WEBSITE FOR FULL INFORMATION

SUPPORTED BY



AWARDS & PRESENTATION NIGHT

SATURDAY
25th January

HALLMARK HOTEL
Stanley Rd.
Handforth,
Wilmslow,
Cheshire SK9 3LD

£27.50 per person

the closing date for ticket applications will be
9th January 2020

<http://www.anwcc.co.uk/2019-awards-night.htm>

ASSOCIATION OF NORTH-WESTERN CAR CLUBS

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

Please register me for the ANWCC Championships 2020

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

STAGE RALLY & NORTH WALES CHALLENGE	Name	
<input type="checkbox"/> Driver – Expert	Address	
<input type="checkbox"/> Driver – Novice		
<input type="checkbox"/> Co-Driver – Expert		
<input type="checkbox"/> Co-Driver – Novice		
FOREST RALLY	BLOCK CAPITALS, PLEASE!	
<input type="checkbox"/> Driver – Expert		
<input type="checkbox"/> Driver – Novice		
<input type="checkbox"/> Co-Driver – Expert		
<input type="checkbox"/> Co-Driver – Novice		
ROAD RALLY & NORTH WALES CHALLENGE	County	
<input type="checkbox"/> Driver – Master	Post Code	
<input type="checkbox"/> Driver – Expert	Tel No	
<input type="checkbox"/> Driver – Semi	e-mail address	
<input type="checkbox"/> Driver – Novice	Club(s)	MAY BE MORE THAN ONE MUST BE ANWCC CLUB(S)
<input type="checkbox"/> Driver – Beginner	MSA Licence No	NOTE ... Non-licence holders may contest certain championships – see regulations
<input type="checkbox"/> Navigator – Master	Occupation	
<input type="checkbox"/> Navigator – Expert	Date of Birth	JUNIOR UNDER 25 SENIOR OVER 55 as at 1 JAN 2020
<input type="checkbox"/> Navigator – Semi	Required for Statistics!	
<input type="checkbox"/> Navigator – Novice	Do you have access to the web, and willing to obtain Championship info from www.anwcc.co.uk which will be updated regularly?	YES / NO (delete as appropriate) if YES we thank you as this will keep costs down if NO you may be sent information periodically
<input type="checkbox"/> Navigator – Beginner		

Fees:

All Championships & Challenges (age 25 and over *)	£12.00	
All Championships & Challenges (age 17 to 25*)	£6.00	
All Championships & Challenges (under 17's *)	£0.00	
* ages as at 1 January 2020		
Contribution to Marshals Fund	£	
TOTAL ENCLOSED		£

Signature

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

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

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

For official use only:

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

20/

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

Forms can also be downloaded from our website.

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

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

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

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

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

The fee is £12 for competitors aged 25 and over, £6 for competitors aged 17 to 24, and Free for competitors under 17 – ages as at 1 January 2020 – and will register you for ALL of our Championships – you do not have to claim points except as per ANWCC regulations (Allrounders and Marshals)!

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

NOTES:

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

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

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

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

Beginner - not finished more than one National B rally

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

Keep checking our website for up-to-date information

www.anwcc.co.uk

Thank you for registering!

Hexham & DMC John Robson Rally

With only a few days until the Regs and Entries go live for the John Robson Rally 2020, Hexham and District Motor Club are pleased to announce that the event will consist of 3 rallies this year and not the usual two.

They will be the following all on Navigational Permits:

John Robson Rally (30 entries maximum)

Interclub permit event, which will be part of SD34, ANCC and ANWCC championships.

Classes will be Expert, Semi Expert and Novice.

Hexham Historic (15 entries Maximum)

RS Clubman permit, open to all cars registered before the 1st of Jan 1986.

Classes will be Expert and Non Expert

Hexham Trophy Rally (15 entries Maximum)

RS Clubman permit, open to everybody and also in the Scottish Navigational Rally Championship.

This event has two classes. Beginner (marked Maps) and non beginner.

The addition of the Trophy Rally allows us to cater for people who are new to the sport, or who only do our event each year and allows them to compete on one event without having to buy a full interclub licence.



Marshal Training 2020

Warrington Campus of Chester University Saturday 25th January

We are returning to the full day courses this year as these need to be completed before any upgrading.

There will be four courses:

- **New to Motorsport**
- **Advanced Timing**
- **Instage/Stage Set-up**
- **Refresher for EXISTING Stage Commanders**

Please note this is only for those who already hold this grade, anyone else will need to sign up for the two day course. This is why we have asked for licence numbers as they will be checked.

If you would normally sign up to Radio Training we would like you to learn how to use your skills in a different area of motorsport to help Events and Clerks going forward.

There are no facilities for lunch on-site so please bring any requirements with you. We are hoping to have an indoor practical session so the weather shouldn't stop play!

Below is the link to sign up to the courses. If you find you are no longer able to attend a course you have registered for could you please drop me a line as some courses have a limit and there might be other marshals who could attend.

<https://form.jotform.com/janb/NW20>

You are invited to attend **MANX AUTO SPORT VOLUNTEERS RECOGNITION EVENING**

Saturday 25 January 2020
at

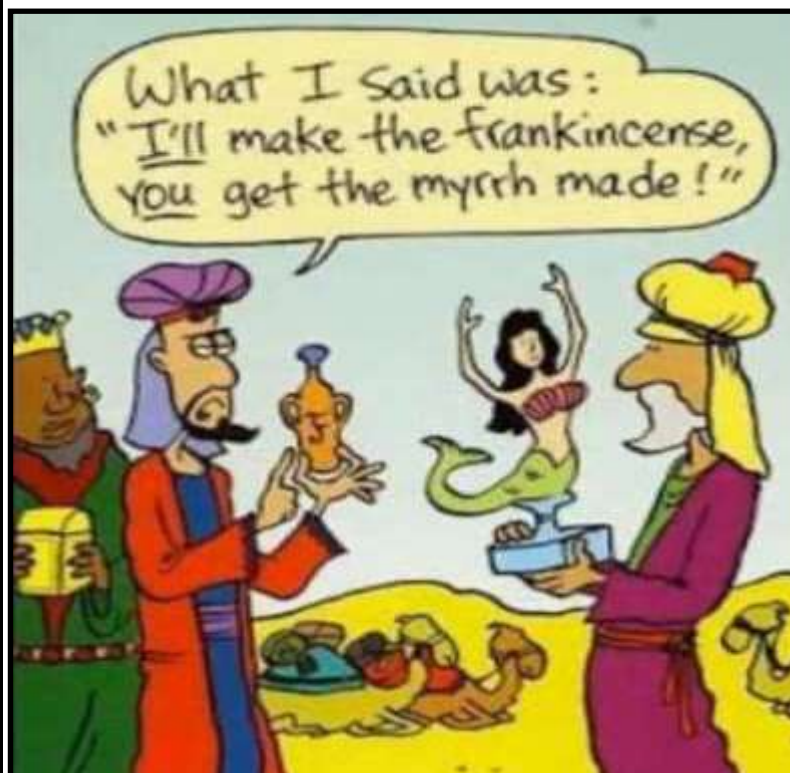


King Edward Bay Golf Club, Onchan

Doors open from 19:00hrs for a 19:30hrs start
Dress code: Smart Casual

Places are limited to 80 people
RSVP by 11 January 2020 to
manxautosport@gmail.com

stating whether you're a Marshal, Radio Operator,
Timekeeper, Medic, Rescue, Recovery or an Official, along
with any dietary requirements.





Dates for Your Diary

We have a full programme of events in 2020 so make sure you don't miss out.

- Hospital Supercar Easter Egg Run:
11th April
- Spring Meet
at Turf Moor:
25th April
- The Charity Motorshow
at Nelson & Colne College:
24th May (Booking Required)
- Autumn Meet
at Rolls-Royce Barnoldswick:
17th October
- Challenge Tour - Date TBC



MALTON MC

PD Extinguishers Ryemoor Trophy Rally 25th/26th January 2020

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

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

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

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

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

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

Entry fee is £85.00

Maps 99 and 98

Regs :

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

On Line Entry

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

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- ANWCC Stage Rally
- ANWCC All-Rounders
- SD34MSG Stage Rally
- SD34 MSG Inter-Club League
- 6R4.com 3 Sisters Challenge

REGS

<http://www.warringtondmc.com/>

<https://www.rallies.info/>

Marshals

**Please contact
Steve Ellison**

rallyescort@hotmail.co.uk



PD Extinguishers

PD Extinguishers was started early in 2018 by regular rally competitor, organiser and scrutineer, Chris Woodcock concerned that a 10 year life on Extinguishers was another recurring cost which would be another barrier to competitors.

Using his 35 years aerospace engineering experience, he has justified a 16 year life on all PD Extinguishers Stainless Steel systems due to their high tensile strength and corrosion resistance, giving a 60% increase in the extinguisher life cycle. This is achieved with no cost penalty to the end user.

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- **Sector Marshal**

**For more information Contact
Steve at Warrington & DMC
rallyescort@hotmail.co.uk**

Or Register at

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

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

MARSHALS NEEDED

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

TWO PEAKS MC



www.twopeaksmotorclub.uk


Welcome to the

IK Classics


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25th April 2020


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- Supplied Quality Paperwork and Road Book with an all tulip navigational route.
- Visit Progress Controls and record Code boards along the route.
- Average speed timing.
- Open to Sports, Historic, Interesting and Classic cars.
- Lunch Halt at Chatsworth House with buffet and private parking for competitors.
- No Competition licence needed.
- Breakfast and Lunch included in £75 entry fee (for 2 people).
- Optional food and drinks available at both morning & afternoon breaks and at the Finish.
- Regulations & Entry Form will be released on the 4th January 2020 via our website at: www.twopeaksmotorclub.uk
- To go on our mailing list for Regulations and Entry Form please email the Tour at: info@twopeaksmotorclub.uk



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







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UPCOMING EVENTS

FEB 17th

SUNDAY

MAR 15th

FRIDAY

APR 13th

SATURDAY

JUN 29th

SATURDAY

BOOK ONLINE AT RALLYTRACKDAYS.COM

OR CALL THE CIRCUIT OFFICE ON 01407 811400



LIMITED

Mull Car Club Ltd and Saltire Rally Club **Mull Classic Rally** 14th March 2020



LIMITED

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

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

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

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

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



www.facebook.com/mullclassicroally

Pro-Rally.co.uk

1



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When nurses are in charge of
Christmas decoration 😊🙄😊



They look so cute and cuddly, but the slightest thing can turn this beautiful creature into something so dangerous and violent that the toughest of men could be killed or maimed for life.

Here you can see it cuddling a Bear.

**22nd****Legendfires 2020****NORTH WEST STAGES****20th/21st MARCH • www.NorthWestStages.co.uk • GARSTANG**IN PARTNERSHIP WITH
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The 2019 Legend Fires North West Stages was only the 2nd stage rally in the country to run Special Stages on Closed Public Roads and raised over £12,000 for local charities and good causes.

Following a successful 2019 event based in Garstang, we will be back in 2020 with a bigger, better rally. The hugely popular ceremonial start in Garstang on Friday night will return, as will spectacular Closed Road Special Stages on Saturday and a Champagne Finish in Garstang on Saturday Evening.

DETAILS WILL BE PUBLISHED ON THE WEBSITE IN DUE COURSE

www.NorthWestStages.co.uk

Acknowledgements

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

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

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

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

Jokes, Photographs, Information, reports etc

Terry Martin,	Steve Entwistle,
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Ed Graham	Sam Collis
Niall Frost	Simon Frost
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Adrian Lloyd	Dave Thomas
Chris Williams	Geoff & Maggy Bateman

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Peter Langtree (Gemini 48) Tony Jones (Gemini 58)
Bryan Flint (Gemini 32) Derek Bedson (Gemini 21)
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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** **15th January**

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

ANCC



Monday 6th January 2020

Cleckheaton Sports Club, BB19 3UD

Just off Chain Bar Roundabout ,
Junc 26 of the M62

www.ancc.co.uk



Tuesday February 11th

8.00pm

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

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

Deadline for copy
for the February edition is
Thursday the 27th of January
which is due out on

Saturday the 29th January

PLEASE Email Reports etc. ASAP
to

Maurice Ellison at :

sd34news@gmail.com

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