

April 2020 spotlight



Jan Budge- Driver : Bruce "Chonka" Lindsay - Co Driver
Pendle & DMC

45th O/A, 90 starters - 18th in class from 27 starters

www.sd34msg.org.uk

Volume 11 : Issue 4: April 2020 : Maurice Ellison

Contents

Front Cover :- Snowman Rally

Pg. 2	Contents
Pg. 3	Chairmans Chat
Pg. 4	SD34MSG Contacts
Pg. 5	Member Club Contacts
Pg. 6	2020 SD34MSG Championships Positions
Pg. 7	2020 SD34MSG Championships Positions
Pg. 8	Under 18 Championship Registration
Pg. 9	2020 Championship Registration
Pg. 10	2020 Championship Classes
Pg. 11	2020 SD34MSG Calendar & Championships
Pg. 12	2020 SD34MSG Calendar & Championships
Pg. 13	2020 SD34MSG Calendar & Championships
Pg. 14	Around the Clubs : Clitheroe & DMC
Pg. 15	Around the Clubs : Blackpool South Shore
Pg. 16	Around the Clubs : Liverpool & More
Pg. 17	Around the Clubs : G&PMC & More
Pg. 18	Around the Clubs : Lancashire A.C.
Pg. 19	Covid 19 & Motorsport
Pg. 20	Covid 19 & Motorsport
Pg. 21	SD34MSG Bi-Monthly meeting
Pg. 22	Lee Holland Stages
Pg. 23	Donnington Park Stages
Pg. 24	Donnington Park Stages
Pg. 25	Questmead Stages
Pg. 26	Questmead Stages
Pg. 27	Malcolm Wilson Stages
Pg. 28	Malcolm Wilson Stages
Pg. 29	Snowman Rally
Pg. 30	Rali Bro Caron
Pg. 31	Rali Bro Caron
Pg. 32	Rali Bro Caron
Pg. 33	Rali Bro Caron
Pg. 34	Rali Bro Caron
Pg. 35	David Owen Historic Stages
Pg. 36	David Owen Historic Stages
Pg. 37	David Owen Historic Stages
Pg. 38	Grass Roots Motorsport : Wigton AutoSOLO
Pg. 39	Gemini Motorsport Team

Pg. 40	Gemini Motorsport Team
Pg. 41	Radio Mutterings
Pg. 42	Radio Mutterings
Pg. 43	Radio Mutterings
Pg. 44	Grumpy Old Git
Pg. 45	Inside the Industry
Pg. 46	Inside the Industry
Pg. 47	Inside the Industry
Pg. 48	Tour of Cheshire
Pg. 49	Mull Classic & Targa Rally
Pg. 50	Mull Classic & Targa Rally
Pg. 51	Mull Classic & Targa Rally
Pg. 52	NESCRO Challenge - 2020 Calendar
Pg. 53	NESCRO Challenge - Result Table
Pg. 54	BRMC
Pg. 55	ANWCC 2020 Calendar
Pg. 56	ANWCC 2020 Calendar
Pg. 57	ANWCC 2020 Calendar
Pg. 58	ANWCC 2019 Championship Positions
Pg. 59	ANWCC 2019 Championship Positions
Pg. 60	ANWCC 2019 Championship Positions
Pg. 61	ANWCC 2020 Championships Registration
Pg. 62	ANWCC 2020 Championships Registration
Pg. 63	British Historic Rally Championship [BHRC]
Pg. 64	Odds, Sods & Bodkins & Events
Pg. 65	Odds, Sods & Bodkins & Events
Pg. 66	Odds, Sods & Bodkins & Events
Pg. 67	Odds, Sods & Bodkins & Events
Pg. 68	Odds, Sods & Bodkins & Events
Pg. 69	Odds, Sods & Bodkins & Events
Pg. 70	Odds, Sods & Bodkins & Events
Pg. 71	And at long, long last : Meeting Dates



Chairman's Chat

Well I ended last month's 'Chairman's Chat' with the following paragraph;

I look forward to the meeting on the 18th March, please attend if you can and help shape SD34 Motor Sport Group.

That did not happen! My first task as Chairman was to consult with the officers and cancel the meeting. As can be seen in the meeting report, Page 21, I did expect the next 6 to 9 months of motorsport events affected by Coronavirus.

As 'The Accrington crew', normally have a meal prior to the SD34 Committee meeting, it left 3 of us looking for a new food venue!

As can be seen above we did find a local pub. We had a feast and a few cask ales, little did we know it was the last supper, for the next 3 months!

I have planned write this chat 4 times in the last week. However, updates from BJ and Motorsport UK have changed what I was about to put into print!

At this time No permits until 30th June. Who knows after that date? Planning has still to be done for events, The above team and club members have lost both Lymm AutoSOLOs and Autotests now, likewise many other clubs and organising teams.

On a happier note I went to the Airedale and Pennine PCA event on the 8th March and had a great day out. 15 runs at three different routes for about 12 cars, and food was served by 14:00. All included for £20. That is grass root club motorsport event! Whilst many clubs have a small dedicated team, Airedale and Pennine put these events on each month!

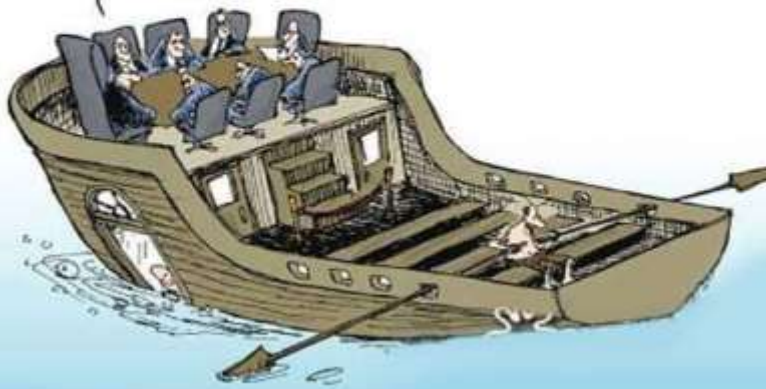
Please let Dave Thomas – anwcc@talktalk.net know of any event news and let us help keep that website up to date. <http://anwcc.co.uk/>

This will help the ANWCC site to be the one stop shop for all North West Motorsport event dates. Also, let Maurice have items of news and projects for spotlight. What are you doing whilst under 'lock-down'?

On a final note keep in contact with your club members, some may need a little support. 3 months alone could be a long time! It only takes a phone call to keep in touch. **Steve Johnson, Chairman , SD34MSG**



I DON'T GET IT... AFTER ALL THE BUDGET CUTS TO STREAMLINE THE WORK FORCE, WHY AREN'T WE MOVING FASTER?



Our bins were collected today. I asked the bin man how he felt about working from home. He said, "Rubbish!"

Does anyone want 150 scotch eggs, 75 sausage rolls and 60 pork pies?
I read the headline wrong and thought everyone was picnic buying!!

Me and the Mrs are planning where to go for Easter. We can't decide at the moment between the kitchen and the living room!!

Germans are stocking up on cheese and sausage as they prepare for a Würst Käse scenario

The first Russian victim of Coronavirus was announced today.
Ivor Chestikov died aged 75.



Lake District Seagulls Practicing Social Distancing



MOTOR SPORT GROUP

Contacts

President U18 Championship Marshals Compiler C.P.O.	: Alan Shaw shawalan555@gmail.com 01282-602195
Chairman	: Steve Johnson steve.amsc@gmail.com 07718 051 882
Secretary	: James Swallow jamesswallow87@gmail.com 07807 211829
Vice Chairman Safety Radio	: Bill Wilmer MSUK Radio Co-ordinator Gemini Communications 07973-830705 w.wilmer@btinternet.com
Treasurer Road Rally	: Steve Butler steven.butler9@btinternet.com
Lancashire RLO MSUK Rallies Committee Chairman of ANCC	: Chris Woodcock pdschris@aol.com 01254-681350
Sprint /Hillclimb	: Steve Price sp.sales739@gmail.com
League Compiler Individual Compiler	: Steve Lewis slewisbb1@gmail.com
None Race/Rally & Stage Rallies Website	: Tracy Smith tracey.amsc@hotmail.com www.sd34msg.org
Registrations	: David Barratt davidpbarratt@gmail.com 01254-384127
Newsletter	: Maurice Ellison sd34news@gmail.com 07788-723721 01524-735488



Comprising the following 11 Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



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



Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk



Garstang & Preston MC
www.gpmc.org.uk



High Moor Motor Club
www.hmmc.co.uk



Preston Motorsport Club
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
Mark Wilkinson - secretary@nwstages.co.uk

ADVERTISING **in 'SPOTLIGHT'**

Readership in Excess of 10,000

1/4 page (ish - we are very flexible) advert
for a full 12 issues (1 year) for just £100

Sent to all 25 member clubs and then
forwarded to club members + another 7000+ on
the distribution list (29 X 100 + 7000 = 10,000+ readers)

And now sent to all ANWCC clubs (114)

All advertising revenue helps to fund SD34MSG
Contact either Les Fragle, Maurice Ellison
or Steve Johnson for more details

Steve Johnson

07718 051 882 steve.amsc@gmail.com

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

Maurice Ellison 07788-723721 sd34news@gmail.com

SD34MSG

Member Clubs & Contact Details

Accrington MSC

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



Airedale & Pennine MCC

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



Blackpool South Shore MC

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



Bolton-le-Moors MC

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



Boundless by CSMA (NW)

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



Clitheroe & DMC

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



Garstang & Preston MC

Contact : Les Fragle
Email : les.fragle@gmail.com
Tel. : 01995-672230
Website : http://gpmc.org.uk/



High Moor MC

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



Hexham & DMC

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



Knowldale CC

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



Knutsford & DMC

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



Lightning MSC

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

Lancashire A.C.

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



Longton & DMC

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



Liverpool MC

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



Manx AS

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



Mull CC

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



Pendle & DMC

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



Preston MC

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



U17MC-NW

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



Stockport061MC

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



Wallasey MC

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



Warrington & DMC

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



Wigan & DMC

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



2300 Club

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



2020 SD34MSG Inter-Club League

Division A		Position		
Club	Points	Div	O/A	
Clitheroe & DMC				
Bolton-le-Moors CC				
Warrington & DMC				
Liverpool MC				
U17MC-NW				
Longton & DMC				
Garstang & Preston MC				
Knutsford & DMC				
Division B		Position		
Club	Points	Div	O/A	
Airedale & Pennine MCC				
Wigan & DMC				
Stockport 061 MC				
Accrington MSC				
Blackpool South Shore MC				
Wallasey MC				
Pendle & DMC				
Preston MC				
Division C		Position		
Club	Points	Div	O/A	
Knowl Dale CC				
Manx AS				
Hexham & DMC				
Mull CC				
Lancashire A.C.				
Lightning MSC				
High Moor MC				
CSMA (NW)				
2300				
Motor Sport North West				
Updated				

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Brian Wragg	47	Liverpool	Y
2	Tracey Smith	37	Accrington	Y
3	Maurice Ellison	34	Clitheroe	Y
= 4	Alex Brown	20	Bolton	Y
= 4	Jack Mather	20	Bolton	Y
= 4	Peter Schofield	20	Pendle	N
= 4	Peter Wright	20	Pendle	N
= 8	Rod Brereton	17	Pendle	N
= 8	Robert O'Brien`	17	Liverpool	N
= 8	William O'Brien`	17	Liverpool	N
= 8	Steve Smith	17	Accrington	N
12	John Harden	11	Liverpool	N
= 13	Dave Barratt	10	Accrington	N
= 13	Chris Andrews	10	Pendle	N
= 13	Peter Barrett	10	Pendle	N
= 13	Dianne Brereton	10	Pendle	N
= 13	Steve Dixon	10	Pendle	N
= 13	Ian Mills	10	Pendle	N
= 13	Barry Newman	10	Pendle	N
= 13	Yvonne Newman	10	Pendle	N
= 13	Les Eltrigham	10	Pendle	N
= 13	Jo Evers	10	Bolton	N
= 13	Stephen Mather	10	Bolton	N
= 13	Ian Swallow	10	Bolton	N
= 13	James Swallow	10	Bolton	N
= 13	Victoria Swallow	10	Bolton	N
= 13	Eric Wilcockson	10	Bolton	N
= 13	Andy Gillet	10	Bolton	N
= 13	Jim Livesey	10	U17MC	N
= 13	Paul Kelly	10	CSMA	N
= 31	Andy Fell	7	Liverpool	N
= 31	Bill Gray	7	Liverpool	N
= 31	Phil Howarth	7	Liverpool	N
= 31	Sean Robertson	7	Liverpool	N
= 31	Max Quinton	7	Liverpool	N
= 36	Alan Shaw	4	Pendle	N
= 36	Lauren Crook	4	U17MC	N
= 36	Andy Williams	4	U17MC	N
= 36	James Williams	4	U17MC	N

Non Race/Rally Championship

O/A		Class	Score	Club
1	Steve Johnson		30.96	CSMA
2	Scott MacMahon		30.49	U17MC
3	Andy Williams		30.03	U17MC
4	James Williams		29.74	U17MC
5	Lauren Crook		28.69	U17MC
6	James Robinson		21.02	U17MC
7	Gary Sherriff		20.67	Bolton
8	Andrew Robinson		20.44	U17MC
9	Phil Clegg		20.06	Accrington
10	Stephen Holmes		19.61	Clitheroe
11	Chris MacMahon		19.12	U17MC
12	Dave Graves		18.87	Bolton
13	Matthew Nichols		17.56	Bolton
14	Andy Crawley		10.12	Warrington
15	Ian Swallow		10.00	Bolton
16	Warren Nicholls		9.57	Bolton
17	John Jones		9.38	Accrington
18	Chris Livesley		9.20	U17MC
19	Jess Crawley		9.08	Warrington

Stage Rally Championship

O/A	Driver	Class	Pts	Club
1	Neil Roskell	D	28	G&PMC
2	Adam Williams	D	27	Warrington
2	Stephen Terry	A	27	U17MC
4	Paul Murro	D	26	G&PMC
4	Matthew Harwood	D	26	G&PMC
4	Andrew Potts	B	26	Clitheroe
4	James Swallow	D	26	Bolton

O/A	Co-Driver	Class	Pts	Club
1	Jonathon Kennedy	D	28	Warrington
2	Rachael Atherton	D	27	Warrington
2	Calum Cross	D	27	Blackpool SS
2	Dave Wilkinson	B	27	Clitheroe
6	Gav Irvine	D	26	G&PMC
6	Greg Williams	D	26	Warrington
6	David Terry	A	26	U17MC
6	Victoria Swallow	D	26	Bolton

Sprint & Hillclimb Championship

O/A	Competitor	Score	Class	Club
-----	------------	-------	-------	------

Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
1	Stephen Holmes	E	13	Clitheroe	2
2	Mark Johnson	E	12	Clitheroe	2
= 3	Dan Sedgwick	E	10	Clitheroe	1
= 3	Kris Coombes	E	10	Preston MC	1
5	John Gornall	S/E	9	G&PMC	1
= 6	David Pedley	E	8	Clitheroe	1
= 6	Lois Baines	E	8	Preston MC	1
8	Dominic McTear	E	7	Clitheroe	1
9	Mark Standen	E	6	G&PMC	1
9	Paul Pendleton	S/E	6	Clitheroe	1
11	Ian Swallow	N	3	Bolton	1

O/A	Navigator	Class	Pts	Club	Rds
1	Sam Spencer	E	19	Clitheroe	2
2	Steve Butler	E	13	Clitheroe	2
3	Sam Ambler	E	10	Clitheroe	1
= 4	Grace Pedley	E	9	Clitheroe	1
= 4	Matthew Hewlett	N	9	Clitheroe	1
6	Martin Gornall	S/E	8	G&PMC	1
= 7	Jonathon Webb	E	7	Hexham	1
= 7	Jonny Baines	N	7	Preston MC	1
9	Harris Halgate	S/E	6	Clitheroe	1
10	James Swallow	S/E	4	Bolton	1

Individual Championship

O/A	Competitor	pts	Q	Club
1				

U18 Championship

O/A	Competitor	pts	Club
1	James Robinson	20	U17MC
2	Matthew Nicholls	17	Bolton
3	Daniel Millward Jackson	10	U17MC
4	Jessica Crawley	9	Warrington

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 Standard Cars conforming to S11.
- 1A Road Cars - Series Production up to and including 1400cc (or forced induction equivalent), conforming to section S12
- 1B Road Cars - Series Production over 1400cc up to and including 2000cc (or forced induction equivalent), conforming to section S12.
- 1C Road Cars - Series Production 2000cc and over conforming to section S12.

Classes 1A, 1B, 1C

shall include sports cars, but exclude kit, replica, spaceframed and non-ferrous chassis cars.

- 2 Road Cars - Specialist Production conforming to section S12
- 3 Modified Cars conforming to Section S13.
- 4 Sports Libre Cars conforming to section 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 : April - July

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	Latitude 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 Rally Chris 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
6-Jun	PCT	Yes	Airedale & Pennine MCC	PCT 2	
6-Jun	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 1	Barbon
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 - Blackpool Classic Car Run	
15-Jun	PCA	Yes	Warrington & Dist MC	WarDMC PCA 2	Wern Ddu, Ruthin
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 Truckstop M6 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
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	Yes	Mid-Cheshire MC	Scammonden Dam Hillclimb	Scammonden Dam,
25-Jul	PCT	Yes	Airedale & Pennine MCC	HawPike PCT	

Sprint & Hillclimb

Stage Rallies

Road Rallies

Non Race/Rally

Training

Classic & Targas

Others

2020 SD34MSG Calendar : August - December

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
04+05-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Prom
5-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree
6-Sep	Sprint	Yes	Longton & Dist MC	Sprint 5	3 Sisters, Wigan
12-Sep	PCA	Yes	Under 17 MC NW	U17MC PCA 4	Blackburn Services Jt 4
12-Sep	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 4	Blackburn Services, Jt 5
13-Sep	PCA	Yes	Under 17 MC NW	U17MC PCA 5	Blackburn Services Jt 4
13-Sep	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 5	Blackburn Services, M65
13-Sep	Autotest	Yes	Under 17 MC NW	U17MC Autotest 2	Blackburn Services, M65
13-Sep	PCA	Yes	Airedale & Pennine MCC	A&PMCC PCA 9	Rock & Heifer, Bradford
19/20-Sep	Road Rally	Yes	Clitheroe & Dist MC	Taybridge Clitheronian Rally	Lancashire-Yorkshire
3-Oct	Sprint	Yes	Longton & Dist MC	Sprint 6	Anglesey Circuit
4-Oct	Sprint	Yes	Longton & Dist MC	Sprint 7	Anglesey Circuit
10+11-Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull
11-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
11-Oct	PCA	Yes	Airedale & Pennine MCC	A&PMCC PCA 10	Rock & Heifer, Bradford
18-Oct	PCA	Yes	Warrington & Dist MC	WarDMC PCA 5	Wern Ddu, Ruthin
06+07-Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
7-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Stages 2019	Oulton Park
8-Nov	PCA	Yes	Airedale & Pennine MCC	A&PMCC PCA 11	Rock & Heifer, Bradford
15-Nov	Stage Rally	No	CDMC / Malton MC	Malton Forest Rally	
21/22 Nov	Road Rally		Beverley & DMC	Beaver Rally	North Humberside
29 Nov	Targa		Knutsford Targa	Knutsford & DMC	3 Sisters
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	CANCELLED
16 May	Blyton Sprint Day 1	CANCELLED
17 May	Blyton Sprint Day 2	CANCELLED
6 June	Barbon Hillclimb	CANCELLED
14 June	3 Sisters Sprint	CANCELLED
26 June	Anglesey Sprint	CANCELLED
27 June	Aintree Summery Sprint	CANCELLED
4 July	Barbon Hillclimb	Liverpool MC
15 July	Scammondon Hillclimb	Pendle & DMC
19 July	Scammondon Hillclimb	Mid-Cheshire MC
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

Stage Rally Championship 2020

Date	Event	Organising Club
19 Apr	Altratech Stages	CANCELLED
10 May	Compbrake Stages	CANCELLED
15/16 May	Manx Nat, Chris Kelly	CANCELLED
16 May	Plains Rally	CANCELLED
14 Jun	Keith Frecker Stages	CANCELLED
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
4/5 April	Primrose Trophy Rally	Postponed
2 May	061 Targa Rally	CANCELLED
13/14 Jun	Memorial Rally	CANCELLED
19/20 Sep	Clitheronian	Clitheroe & DMC
21/22 Nov	Beaver Rally	Beverley & DMC
29 Nov	Knutsford ~Targa	Knutsford

Non Race/Rally Championship 2020

Date	Event	Organising Club
5 April	PCA Wern Ddu	CANCELLED
12 April	PCA Rock & Heifer	CANCELLED
20 April	Trial	CANCELLED
2 May	PCT	CANCELLED
10 May	PCA Rock & Heifer	CANCELLED
17 May	AutoSolo, Autotest PCA	CANCELLED
24 May	Trial	CANCELLED
6 June	PCT	CANCELLED
14 June	PCA Rock & Heifer	CANCELLED
15 June	PCA Wern Ddu	CANCELLED
21 June	AutoSolo, Autotest PCA	CANCELLED
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

Training Dates 2020

Date	Event	Venue
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 ?

**Due to Corvid 19 Virus
'Not a Lot at the Moment'**

Championship Table following 2nd Round of the 2020 Scatter Series

Drivers			Navigators		
O/A	Competitor	Pts	O/A	Competitor	Pts
1	Paul Pendleton	53	1	Harris Halgate	53
2	Matthew Simon	47	2	James Squires	48
=3	Ben Mitton	46	=3	Sam Mitton	46
=3	Colin Blunt	43	=3	Terry Martin	44
5	Gareth Shepherd	40	5	Liam O'Kane	43
6	John Gribbens	25	6	Sam Ambler	23
7	Dan Sedgwick	23	7	Levi Nicholson	23
8	Stephen Hardy	23	8	Mark Dobson	19
9	Richard Craig	19	9	Adam Griffin	19
10	Jason Marriot	19	10	Ben Coombes	18
11	Chris Day	19	11	Sam Shepherd	17
12	Sam Coombes	18	12	Erin McNally	1
13	Rob Cotton	1	13		

**Primrose Trophy
Navigational Rally
4/5th April
POSTPONED**

What happened at CDMC in March 2020

**Tuesday 10th March
First on Scene
With Jon Aston**



An informative and interesting night.

Jon knows his stuff and is well worth a listen, and he only mentioned that he finished Dakar in 11th place once!!

He enjoyed 138 days travelling to, officiating on and travelling from events last year. That is some commitment and a credit to the sport.

Good turn out as well



Blackpool South Shore MC

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

enquiries@bssmc.co.uk



A View From The Shore

News from Blackpool South Shore Motor Club by Phil James

What promised to be a busy month for South Shore members, both in terms of competing and organising, has been thrown into disarray by the Covid-19 pandemic.

The first part of March did allow some the opportunity to compete though South Shore's only representation on the Questmead Stages came from John and Alex Stone. They took their Legend Fires Ford Fiesta WRC to the Wigan Three Sisters Race Circuit event and the father and son team got the perfect result. Heading the standings from start to finish they won the Warrington & District Motor Club rally, finishing almost a minute ahead of the Skoda Fabia S2500 of Scots duo Tom Morris and Colin Harkness.

That same day other South Shore members headed to Anglesey to contest the Lee Holland Memorial Rally where Simon Bowen and Richard Robinson finished fourth overall in their Ford Fiesta S2000T. Chris Ford and Matty Daniels claimed eighth place in their Ford Fiesta R5 but it wasn't such a good day for James Ford who was forced to retire his Fiesta with mechanical issues. Callum Cross, co-driving Paul Murro in his Ford Escort Mk2, finished in 11th place.

Mark Holmes and Matty Daniels put in a top class performance on the more recent Malcolm Wilson Rally winning the first in Class H4 Awards in their Ford Escort Mk1.

The rally started at the Dovenby headquarters of the M-Sport World Rally Team, who represent Ford in the World Rally Championship. It was the 44th running of the event organised by Morecambe Car Club, Kirkby Lonsdale Motor Club and West Cumbria Motorsport Club. The route included forty-four competitive timed to the second miles, spread over seven special stages in the Lake District forests, with the finish at Penrith.

Holmes was quickest from the off and maintained his class lead throughout the rally schedule. At the finish he said "I'd not driven the car for 18 months so I was a little rusty but we got quicker throughout the day. It was the first time Matty had sat in the car and he said he's never had so much fun!"

A second South Shore Motor Club crew were also in the Malcolm Wilson Rally prizes as John and Alex Stone brought their Legend Fires Renault Twingo R1 home second in the RF2.0 Class. They completed the first leg of the rally, after four stages, in joint first position with the MG ZR160 of Simon Double and Jessica Mitchell. Once the rally moved into Grizedale the MG crew got the upper hand and while the Shore duo were faster through the final stage in Greystoke it wasn't enough to clinch the top class prize.

South Shore's Callum Cross was also in action that same weekend, once again co-driving Paul Murro in his Ford Escort Mk2. They contested the Donington Rally, held at the famous Leicestershire race circuit, where they finished in fourteenth place. The event was the final round of the 2019/20 MSN Circuit Rally Championship leaving them fifth in the championship's final standings.

As a result of the Motorsport UK announcement cancelling all events, initially to the end of April, but in reality likely to go much further, the club has elected to cancel the Keith Frecker Memorial Weeton Stages. Club Chairman Simon Mills said "As a result of the ongoing effects of the Covid-19 pandemic, BSSMC have concluded that the Keith Frecker Memorial Weeton Stages Rally planned for 14th June 2020 cannot take place. The organisers are particularly disappointed to have made this decision given that entries were about to be opened, however we must follow the guidance of the government and Motorsport UK and make the safety of all involved our priority. We will of course look to bring this event back to Weeton in the future."



**Mark Holmes/Matty Daniels
Malcolm Wilson Stages**

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 July 4th

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**

5th September

and for the

Speed Hillclimb at
spectacular Barbon Manor
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.

Warrington & DMC

WARRINGTON & DISTRICT
MOTOR CLUB

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

www.warringtondmc.com



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

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

www.wiganmotorclub.org

Hexham & DMC

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



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



WALLASEY MC

The Club Meets Every Monday
at 9-p.m.

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

www.wallaseymc.com/

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

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



Knowl Dale Car Club



Meet every Tuesday night from 9pm
at Milnrow Cricket Club



Longton & District Motor Club Ltd

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

Annual Dinner Dance

February 28th



Members and guests of Lancashire Automobile Club filled Mitton Hall, just north of Whalley, for their annual season opener.

Compliments of the Club - sparkling wine or orange juice, was served to all attending on arrival. The room had been set to perfection by Eileen Dyson and Carolyn Taylor to welcome everyone.

An excellent meal was served by the Mitton Hall staff followed by the loyal toast read by Mike Wood.

Then the formalities of the annual prize giving were dispensed as quickly and painlessly as possible. The awards, presented by the club President Mike Raven, recognise the contributions to the club of many of the members and officials.

Wood Trophy

The Wood Trophy is all about rallying and road events in particular. This year we are spreading the criteria a bit.

The LAC has built up a reputation for organising some fine events including:

- The St Georges Day Run
- The Fellsman
- The Manchester to Blackpool
- The Coast to Coast
- And last but by no means least the Highland 3 Day

The winner of this award had either organised or entered on all these events; but one event in particular, has been his baby. He brought the idea to the Club and we were happy to back him all the way and in return he and his team organised one of the finest events of its type.

Last year saw the final running of this Rally as he is taking a break. Not to worry we have a fine replacement in the form of the Border Reivers Run and we are sure the Highland will be back when the time is right.

The Wood Trophy was presented to Mike Raven, Clerk of Course for the Highland 3 Day, by Mike Wood.

Attwater Trophy For services to the Club.

The Attwater is really the Club saying thank you for all your efforts.

As always this was a difficult choice - so many people put their time and effort into running the club and all its many events, but this year one person really stood out. He is involved in every event but members seldom see him!

In addition, for the last two years he has given up a lot of his time guiding us through the tricky process of establishing a new corporate structure.

So the winner of this award was the Club's Honorary Treasurer, Stephen Proctor.

Unfortunately, Stephen was unable to attend the event so the trophy was presented at the Club's AGM earlier in the week.

THE RW CLARKE MEMORIAL TROPHY

The RW Clarke Memorial Trophy was presented by Ray's family to the Club. Ray was an organiser of LAC events for many, many years as well as being the Club Treasurer.

Normally this trophy is for a Challenge based on a full season of motoring events. But this year the championship compiler hadn't received the required number of entries so it was decided to do something different!

The compiler looked through the entries for our classic events to see who had consistently supported the events over the last 5 years.

Some of the members do many events, not only road events but also the Club's social events: one name stood out and we decided to present the award this year to John Atkinson.

Jaguar Trophy

This trophy (actually a 'leaper') was presented by Jaguar Cars Plc to the LAC to use annually as we wish. The club tries to ensure this trophy goes to one of the many Jaguar owners and drivers who take part in the Club's events.

This year the award was presented to Geoff Neumark who is a regular entrant in his fantastic Jaguar E Type.

Not only that but he has campaigned the E Type on several major events with some success over the years.

President's Award

This award is presented at the President's discretion and is a purely personal choice. Traditionally it has gone to members who have given long term support to the club either as an entrant or organizer.

This year the Club President, Mike Raven, presented the award to Carolyn Taylor who not only is the prime driver (no pun intended!) behind the annual Dinner Dance but has helped organize the Sportsman's Luncheons and other social and road events over the years.

Continued on Page 19

That brought the prize presentation to our premier award the Peter Collins Trophy – The Clubs Premier award

As a bit of background Peter Collins was a British Grand Prix driver who found great success driving for Ferrari. On his death his widow past this trophy to the club to be awarded to recognize the success of Club members in motor-sport.

Our worthy winner this year has competed at many of the premier racing circuits and covered himself with some glory in the process. Last year we presented a special award for a newcomer who was making their mark.

We thought he might win the Mychreest Trophy for his exploits in sprints and hillclimbs this year but his exploits on the track have surpassed our expectations. Amongst his racing exploits, alongside huge grids, he managed:

3rd in Class in Northern Saloon & Sports Car Championship in his Caterham 7.

So he had done very well after last year. To say the least.

He also got the golden opportunity, which I suppose we all dream of by driving a Saudia Williams Formula One up the hill at the Goodwood Festival of Speed.

That says something about the high regard Andrew Wareing has in his abilities – he just doesn't let anyone drive his pride and joy!

Racing can be hard work, all that way, and then disaster, then home again and fix.: that was his previous season - So to keep on going and continue with great enthusiasm, deserves our premier award.

The Peter Collin's Trophy was awarded to Drew Myerscough.

Following the presentation there was dancing till midnight only interrupted by a very rapid raffle which raised a splendid amount of money to support the Blood Bikers charity.

A thoroughly enjoyable evening made all the better by the many members and guests who attended.



COVID-19 Latest Update

In light of recent developments in the COVID-19 crisis, and following the address to the nation by the Prime Minister on the evening of 23rd March, Motorsport UK has today extended its suspension of all organising permits and Certificates of Exemption for motorsport events until at least **30th June**.

This move provides clear guidance to event organisers, venues, competitors, officials and volunteer marshals of the role that Motorsport UK must play in supporting the broader UK public health agenda.

In recent days the feedback from our members and the community was a need for increased clarity to allow them to plan appropriately and, should the need arise, put in place necessary contingency measures.

Motorsport UK Chairman, David Richards explained, "Motorsport UK has a vital role to play with its community in re-inforcing that, at this time of national emergency, we must all stay at home to play our part in protecting the NHS and ultimately saving lives. Today, the government have required that we effectively lock-down for a period of three weeks, however given that the most vulnerable in our society are required to isolate for three months, it is evident that the most responsible course of action was to propose a longer suspension of our sport. When we reflect back on this time, it will be a brief, but vital, hiatus from our everyday motorsport life and we must put this in perspective. This is a time of national unity and we need to come together with the broader public community to do all we can to support this battle and ultimately save lives."

Motorsport UK will continue to monitor the prevailing advice from the UK Government in respect of the COVID-19 international pandemic and will update the motorsport community accordingly.

Dear Colleagues,

Firstly, I would like to thank our motorsport community for its incredible response to the challenges we are facing. From across the country, from our clubs, officials and competitors, venues, teams and engineering firms there is a solidarity to face the crisis and work together to find solutions. We thank all of the medical teams across the UK for working tirelessly to keep us safe, and in particular the huge number from our own community who are in the front line of this battle.

These are unprecedented times for everyone, and as we are all painfully aware, the changes we are facing are very considerable. The speed of change is striking, and it has required all of us to reset our perspectives on a daily basis. The announcement we made on the 17th of March to suspend UK motorsport activities seemed to come quickly and suddenly. As the government moved into a new phase of the fight against the virus, so the reference points for all sport, and indeed all social activity shifted with immediate effect. The insistence that we all avoid unnecessary social contact and travel meant that a sport such as ours was caught by this sweeping requirement.

Of course, we could have argued that some activities in the broader spectrum of motorsport could navigate such a requirement, but that would simply have ignored the much larger agenda to protect everyone in society. And our members. The community that makes motorsport feasible is complex and diverse, but united in a shared passion. For everyone, the halting of activity, especially as the season was just about to take off, is extremely difficult to come to terms with even when we see the larger picture. But many in our community are themselves vulnerable and may have felt compelled by passion and duty to continue even though it may have been unwise to do so.

In any event, a couple of days later and the stark picture in other countries, including our close European neighbours, has many people asking why government not been more restrictive and acted sooner.

As well as the risk of transmission in social situations, motorsport has the potential to be dangerous and incur injuries. The wonderful members of the emergency services that do so much for motorsport, overwhelmingly do so in their own free time, and as such do not place any compromise on the health or other services. However, these are not normal times. Health services around the world are at breaking point and we all know that our own NHS is now facing the same surge in cases that mean every available resource has to be brought to bear. A week later it seems impossible to think that motorsport would add to that burden in any way.

We have postponed the season until the end of April, but that is in the context of a rapidly evolving understanding of the scale and impact of the virus. It is being suggested that our lives will be changed for many weeks if not months, and we need to plan for that eventuality.

Motorsport UK reacted quickly, and within two days we had in place the IT systems and working processes to allow us to vacate Motorsport UK House and set up a network of home-based offices. We are working with the community to provide support and guidance and planning for the future

We see five areas on which we should concentrate:

Protecting people's health: We are focused on working collaboratively with our members, officials, volunteers, clubs, venues as well as our suppliers in facing the challenges ahead together, but first and foremost we need to prioritise the health, safety and wellbeing of our employees, members and wider stakeholder

Helping the vulnerable: The motorsport community is extraordinary in both inventiveness and collaborative support. The top priority is to protect the vulnerable and do all we can to mitigate this impact in society. It is no surprise to know that we have an age profile across all of our licence holders (officials, marshals, competitors) that is skewed older – and in some areas distinctly so. Through our clubs we are as a community reaching out to older members and helping those that need it

Playing a broader role: The government has asked for volunteers. The country will be under pressure for some time, and our community is exceptionally well equipped to take on roles that help society to function. We are well organised and used to dealing with high pressured situations. The clubs from across the board are looking at how they can help. Government has asked sports NGB's: In the first instance we are looking in particular for DBS cleared staff, people with driving licenses and medically qualified staff. We urgently need to identify those groups and individuals that can help with the resourcing of the battle

Financial health: There are some 40,000 people working in motorsport in the UK, and predominantly they are self-employed or work for small organisations. And that is over and above our 15,000 officials and marshals. The suspension of all motorsport has an immediate and detrimental effect on these people, and it is great that government has acted swiftly to begin to provide support in this area. At the same time the burden has firmly fallen on the clubs, championship organisers and the owners of fixed venues. There is a recognition in government that sport is a massive contributor to the social and economic health of the country and needs to be helped in this crisis. This link provides all the details of the current approach, and we are working with the Department of Culture Media and Sport (DCMS) to make sure that we fight the corner for motorsport in all its different facets:

<https://www.gov.uk/government/publications/guidance-to-employers-and-businesses-about-covid-19>

Planning for the future: Motorsport is resilient. Interruptions from war and disease have always been followed by a remarkable renaissance, with the community and industry re-establishing the footings and allowing the passion of the sport to flow again. We hope that this will be a brief interlude, but we must plan for a longer-term break. This is the time when we address the future challenges that the sport is inevitably going to face, from the environment to changing lifestyles. What form and format should motorsport develop to appeal to new audiences and to retain our valued members? That may all seem a long way away, but Motorsport UK will be working to resolve the answers to these questions.

In the meantime, innovations and opportunities arise, and a perfect example is the launch of the Official F1 Virtual Grand Prix to replace the cancelled races. If ever there was a moment when the digital version of motorsport could accelerate into the mainstream it must be now. We are in detailed discussions with a provider to set up a UK based competition that will focus directly on our motorsport community.

And finally, a few words on how 2020 was progressing before it was put on hold. In fact, the trajectory that had begun in 2019 was continuing into the first quarter, with a buoyant renewal of licences and a full and exciting calendar of events planned for the summer. But for now, that will have to wait.

I know that with our strong community we will all play our part in beating the virus, and make sure that motorsport returns in good health and with a sustainable future. Please take care of yourselves and your families and be safe.

HUGH CHAMBERS CEO, Motorsport UK

SD34 MSG Bi-Monthly Meeting 18th March

The SD34 MSG meeting on Wednesday the 18th of March was postponed.

Many of those who would normally attend the meeting are in or near the 'high risk' age group. We can do the meeting in a smarter way, all actions required can be undertaken by email if required.

Please note;

I feel we may have to plan for the next 6 to 9 months of motorsport events effected by Coronavirus. (I do hope not!)

- Send any clubs items for the next Spotlight ASAP. - It could be light this month and for the next six months!
- Clubs may need to work together on any events to have cover for event official that may be ill. (Just one club official may stop an event running)
- If clubs feel they may need extra event officials to ensure events run, **Plan early - SD34 group email to ask all clubs if needed.**
- Please let Dave Thomas - anwcc@talktalk.net know of any event news and let us help keep that website up to date. <http://anwcc.co.uk/>

Legend Fires North West Stages 2020

The organisers of the 2020 Legend Fires North West Stages Rally have had to make the very difficult decision to postpone next week's event in view of the worsening situation with the Coronavirus pandemic.

In addition to the commercial consideration that every day closer to the event leaves us exposed to significantly more financial risk, most importantly we have taken into account the fact that the event attracts competitors, press, support crews and spectators from all over the country and we feel that to continue with the event would not be responsible or in the best interests of the community.

Although tonight's government statement is not as bad as anticipated, it is clear that the virus will continue to escalate over the coming days. Today we had to make financial commitments to numerous organisations that would have meant any subsequent cancellation next week would have bankrupted the organising club.

Although cancelling this week will result in heavy losses it does mean that we should be able to survive to see the event run in the future.

We wish to thank everyone who committed to the event, especially the many people who have given up hundreds of hours of their time in organising. We do not intend that to be wasted and will be seeking ways of selecting a new date for the event.

To the competitors, we understand your disappointment, but can assure you it's not a fraction of the disappointment felt by the organising team.

It was important that we let people know this decision as soon as possible but please be patient with us, we will clarify more detail in the days to come.

The Organisers

UK Virus ALERT

The English are feeling the pinch in relation to recent virus threat and have therefore raised their threat level from "Miffed" to "Peeved." Soon, though, level may be raised yet again to "Irritated" or even "A Bit Cross."

The English have not been "A Bit Cross" since the blitz in 1940 when tea supplies nearly ran out.

The virus has been re-categorized from "Tiresome" to "A Bloody Nuisance." The last time the British issued a "Bloody Nuisance" warning level was in 1588, when threatened by the Spanish Armada.

The Scots have raised their threat level from "Pissed Off" to "Let's Get the Bastard." They don't have any other levels. This is the reason they have been used on the front line of the British army for the last 300 years.

The French government announced yesterday that it has raised its alert level from "Run" to "Hide." The only two higher levels in France are "Collaborate" and "Surrender." The rise was precipitated by a recent fire that destroyed France's white flag factory, effectively paralyzing the country's military capability.

Italy has increased the alert level from "Shout Loudly and Excitedly" to "Elaborate Military Posturing." Two more levels remain: "Ineffective Combat Operations" and "Change Sides."

The Germans have increased their alert state from "Disdainful Arrogance" to "Dress in Uniform and Sing Marching Songs." They also have two higher levels: "Invade a Neighbour" and "Lose."

Belgians, on the other hand, are all on holiday as usual; the only threat they are worried about is NATO pulling out of Brussels.

The Spanish are all excited to see their new submarines ready to deploy. These beautifully designed subs have glass bottoms so the new Spanish navy can get a really good look at the old Spanish navy.

Australia, meanwhile, has raised its alert level from "No worries" to "She'll be alright, Mate." Two more escalation levels remain: "Crikey! I think we'll need to cancel the barbie this weekend!" and "The barbie is cancelled." So far, no situation has ever warranted use of the final escalation level.

The Russians have said "Its not us"

Garstang & Preston MC + Pendle & DMC
Tilemaster Adhesives
Lee Holland Stages
Ty Groes Anglesey
March 1st

Anglesey Disappointment
For Frank Bird

All good things come to an end, they say, and following five successive victories, Penrith-born racing driver Frank Bird saw his winning streak concluded when he retired from today's Lee Holland Memorial Rally at Anglesey.

The event formed the penultimate round of the 2019/2020 Motorsport News Circuit Rally Championship with MSVR whereby the 20-year-old Cumbrian, along with Hexham co-driver Jack Morton, were still in with an outside chance of the title going into the event.

In the Dom Buckley Motorsport-prepared Ford Focus WRC07, with backing from VisionTrack, Yuasa, Frank Bird Poultry, Hager, Mac Tools, Fuchs Silkolene and PBM, Frank was in control from the start and set fastest times on the opening two stages to lead by 30 seconds.

Looking to continue his amazing run of results stemming right the way back to December, all was going well on SS3 when disaster struck following a hard landing on a jump which broke the transmission. Despite the best efforts of the team, the damage was unrepairable meaning the challenge for both the outright rally win and the championship too, was over.

Frank Bird: *"Unfortunately the winning run comes to an end, but it had to at some point although it's still very disappointing. Up to that point the day was going well, we were leading by 30 seconds after two stages and felt like we were in control. But it all went wrong on Stage 3 where we had a hard landing after a jump, and I felt something break. The boys did their best to fix it and get us back out again, but it wasn't to be so it's a sad end to the day. Thanks to the Dom Buckley Motorsport team as well as Jack on the notes and of course my dad and our sponsors for making it possible. The plan is to bounce back on the next event."*



Photos courtesy of Steve McKenna
SMJ Photography



LDV Donnington Park Stages
15th March 2020

Birdy Bounces Back To Win
At Donington Park

Following the disappointment of retiring whilst leading the Lee Holland Memorial Rally at Anglesey two weeks ago, Penrith-born racing driver Frank Bird made sure he got back to winning ways immediately by taking a comprehensive victory on today's LDV Donington Park Rally.



Continued on Page23

Donnington Park Stages Continued from page 22

The event formed the final round of the 2019/2020 Motorsport News Circuit Rally Championship with MSVR whereby the 20-year-old Cumbrian, along with Hexham co-driver Jack Morton, made it five wins from the seven events they entered, but sadly for them, the scoring system meant they missed out on the title.

In the Dom Buckley Motorsport-prepared Ford Focus WRC07, with backing from VisionTrack, Yuasa, Frank Bird Poultry, Hager, Mac Tools, Fuchs Silkolene and PBM, Frank was in control from the start and set fastest times on all seven stages to cross the finish ramp nearly three minutes ahead of his nearest rivals, former champions Ian Woodhouse and Paul Rowland.

The latest victory added to his winter wins at Knockhill, Brands Hatch, Cadwell Park and Snetterton in the series, as well as the non-championship Christmas Stages Rally at Croft meaning an amazing run of six wins in seven events. Sadly, a planned outing on next weekend's Legend Fires North West Stages Rally has been cancelled due to the event being postponed because of the current health crisis. Frank Bird: *"A great way to finish the season in style! It was a fantastic day overall dominating every stage and winning by nearly three minutes. The car felt mega all day so thanks to all the team for today and the season, Jack has been great all year so thanks to him too, and of course all the sponsors for their support. But I couldn't do this without the brilliant support of my dad so a massive thanks to him. It's a shame not to win the championship but we did everything we could, hopefully it's not long until the next event!"*



**Photos courtesy of Steve McKenna,
SMJ Photography**

MANX NATIONAL

Manx Auto Sport has announced that the 2020 Manx Rally – which was scheduled to host Rounds 3 and 4 of the Protire Motorsport UK Asphalt Rally Championship on 15/16 May, has been postponed, following the announcements made by the Isle of Man Government yesterday.

The event's organising committee has been closely monitoring the COVID-19 situation over recent weeks and was well advanced in the planning of the popular closed road stage rally, which had already attracted a capacity entry. However, the Isle of Man authorities have elected to ramp up protection against the pandemic on the island and therefore organisers were left with no choice but to postpone the event to a later date.

"Following on from the announcements made by the Isle of Man Government yesterday, Manx Auto Sport regrets to announce that the 2020 Manx Rally is to be postponed," said Mark Quayle, Clerk of the Course. "This has not been an easy decision for the organisers who have been working tirelessly to offer one of the best events in our history.

"We had already attracted a bumper entry and had devised a superb route, with two days of classic motorsport on the island on offer. But, of course, the health and well being of everyone on the island and associated with the rally is paramount and we respect the decision of the Government.

"We would like to stress that the event is currently postponed, to enable the club and the organising committee to consult with other appropriate bodies and consider all options available to them. A tremendous amount of hard work and effort has been put in by the organising committee over the last six months in respect to delivering a high quality event. You can be assured that the team will be back stronger than ever. We look forward to welcoming everyone back to the Manx Rally in the future".

The club will issue a further update in due course and will be in contact with competitors regarding refunds.



LDV Donnington Park Stages 15th March 2020

I know what you're thinking 'not another report by this idiot', well yes – yes it is another report by me, but you know what... it's probably better than reading about COVID-19 – have you heard that's a thing? I will also apologise in advance, because this is the SECOND report by me this month (*it should have been 3 !*) – may as well rename it the Dan Hurst Monthly! (*You Wish!*)

Donington Park Rally, this was it, the final round (Round 8) of what has been a bloody fantastic MSN Rally Championship season. I never thought that I would enjoy circuit rallying, but hell was I wrong. All season we have had some truly epic battles in Class B, and we have made some great friends along the way, true meaning of 'rally family'.

Heading into this round we were sat 4th overall in the class championship, just 2 points behind 3rd and 4 points behind 2nd. Despite everything still being to play for, Paul & I had agreed that going into this round no pressure would be on and we would steer clear from looking at results. This meant we would focus on what rallying is all about – having fun and leaving each stage with a big grin on our faces – we believed this was even more important giving the current shitstorm that's going on around us!

One of the biggest surprises of the day, had to be the fact that we had yet another 'kind of' dry round of rallying (okay it was kind of 50/50 on reflection) – something which had become a bit of a rarity during this championship! I am hoping next season the organisers can work a little bit harder on arranging sunnier weather. The day almost didn't get going as with 10 minutes before our due time at MTC 1, the Mighty Mazda was refusing to fire up but thankfully, just like in the movies, we made it with about 60 seconds to spare. Paul drove a blinding opening stage, setting the 30th fastest stage time, and thankfully this form continued throughout the day. Despite the changing conditions, we had an incredibly clean run with very little drama, up until the point I tried to turn the MX-5 into an off-roader on Stage 4...

Stage 4 you ask – let me tell you a life story. When it comes to relationships, one of the most important aspects is trust. The same principle rings true when it comes to a driver/co-driver partnership. Now I often joke about Paul 'never listening' to me during rallies, unfortunately he proved me wrong during this stage, and showed that sometimes, he trusts me far too much. Confidently I called the approaching corners as a 'fast right-left-right, stay flat' and on the final right, off we shot across the grass and into a fairly impressive drift before Paul regained control and got us back onto the black stuff – turns out I should definitely have cautioned him into the corner on our first visit – but it's cool – we survived the stage! The final two stages were fantastic fun, setting the 28th and 30th fastest times respectively, this strong finale boosted us up 4 places and ended us on a season high finish of 26th out of 80 starters, but was only enough for 4th in class – Class B is fantastic!

Despite this strong showing, we narrowly missed out on an overall class podium (although I have finished 3rd in the Co-Driver Championship – see Paul, it's all about ME), but it has secured us 2nd overall in the Prottyre Challenge. However, this has been a season to remember, Paul's first full year of rallying complete, with 8 starts and 8 finishes, and finishing in the Top 3 on 3 occasions.

A huge thank you to everyone who has helped us out this season, especially to Paul Sheard for providing a seriously strong and competitive motor. Also, if you haven't checked out Dan Hurst Rally on Facebook yet – what are you waiting for! Now it's time for a bit of a rest from motorsport whilst the World sorts itself out, but Paul and I will be back to fight again for the 2020/21 season!

Dan Hurst : West Cumbria MSC



photos courtesy of VTL Motorsport

QUESTMEAD STAGES

March 1st

James Swallow : Bolton le-Moors CC

2019 had a bit of a disappointing end for us, losing out on awards in the SD34 Stage Championship following a string of retirements. With a house move and finally growing up on the cards (well as much as a motorsport enthusiast can anyway!), I decided that 2020 was the best opportunity to take the car off the road and give it some TLC after 3 seasons of thrashing out on the stages. To make sure we'd ironed out the faults that plagued us late last year though, I wanted to get back out and finish an event cleanly before starting the work. We considered trying to get a run on the LFNWS, but decided a little less optimistic event would be more sensible. So an entry went in for the Questmead Stages at Three Sister's.

Jack should have sat alongside, but a last minute call up to assist the MSN Circuit Rally Championship round at Anglesey meant he was replaced with the sibling, Vicky.

Having been surrounded by such horrendous weather, to arrive to dry stages was a welcome but unexpected treat! We started off strong and found ourselves in 8th overall by mid-morning and going well. This would soon change however as a misunderstanding between the crew and the start line team meant time was lost at the start of SS5. During the stage, in an attempt to make back as much time as I could, I thought it would be a smart idea to take the top bend to the flying finish flat in 4th, we got round, but whilst braking for the flying finish we touched the grass with the rear of the car which resulted in a spectacular pirouette through the split cones!!! In the immediate queue for SS6 I had to jump out and remove a mudflap and dead cone from under the car, but damage to the front wing meant SS6 had to be taken a bit steadier due to the tyre rubbing the bodywork in hard right handers. Over the lunch break the car was manipulated back into something like its proper shape and we were ready for the afternoon. We kept the pace as high as we could and pushed on for the remaining stages with little to comment on and little incident. The event had to regrettably cancel the final stage due to timing constraints, and as a result of this our charge back into the top 10 was halted and we finished up 5th in class and 11th overall, narrowly missing out on 10th by just 1 second.

All in all we had a great day out with plenty laughs along the way, and completed the last stage with grins on our faces, which is what it's all about!

The plan now is to get the car looking a bit straighter and make some improvements in the cockpit, maybe even a lick of paint ;-)
We've no definitive event planned to return on, but we certainly plan on being out again later in the year in some capacity.

James & Victoria Swallow : Bolton le-Moors CC
Car 14 : BMW Compact 328 - S&M Rallying

QUESTMEAD LTD

Stages



Photos Courtesy of Ian Baker



QUESTMEAD STAGES

March 1st

As a co-driver, travelling from the Isle of Man to compete always makes the job that little bit harder, but equally all the more worthwhile when we get to the end.

First up for me was the Questmead stages, at Three Sisters race circuit in Wigan. After travelling over on the Saturday night it was an early start for Sunday morning scrutineering, documentation etc.

A sunny but cold morning with a brisk wind met us on arrival at the circuit, we got going and after the first stage found conditions ok. As the stages were run back to back we were straight into stage two, during which, on our second lap, we unfortunately had a slight spin which sent us onto the grassed infield (all captured by special stages). We lost a huge chunk of time after getting stuck in the mud and although we did get going again we still received a stage max which in turn put paid to any hope of a decent result. Nonetheless we carried on through the stages and brought the car home to the finish.

Next it was into the Lake District forests for the Malcolm Wilson Rally based up at M-Sport. I travelled over on the Saturday morning and headed straight up to Cockermouth to meet up with Andy and Alun whom I was co-driving for. We got all our pre-event formalities completed and headed back to our guest house for a bit of revision of the stages before bed. Again, as always with rallying, a nice early start the following morning and we headed to M-Sport for MTC1 and a quick check over of the car to ensure it was ready for the days action. It was both mine and Alun's first time together and we got on rather well, setting some decent stage times.

The only slight drama was drifting a little wide shall we say, on the loose mud in SS3 Wythop, nearly joining a couple of other cars that had slid off the road (Photo credit Graham Clark). Also not to mention loosing all the turbo boost pressure after SS4 due to a hose that had slipped off. Luckily we were at the end of the stage and it was only the hose and we were heading to service. Normality resumed as we had a blast through Grizedale North and South, before it was then back to service before SS7 the final stage of the day up to Greystoke. The rain had set in and we had a little push in the last one and brought the car home 26th O/A, adding to that it was Alun's first finish since April last year so he was rather pleased nonetheless. It was then looking to be a busy couple of months ahead with a rally more or less every weekend from the end of March through to the first week of May. However, as you will all be aware, we are currently experiencing a global pandemic. With the news from Motorsport UK this morning we now have no Rallying until the start of July at the earliest. It is going to be a quiet and testing couple of months ahead, some brave but correct decisions have already been made and I'm sure we all respect these. In light of this the public's health and the people of the rallying communities health is far more important. All the best to everyone out there.

Liam Whiteley : Manx AS

QUESTMEAD LTD
Stages



Photos Courtesy of Ian Baker



Photo Courtesy of George Jennings



© Graham Clark

'Maxx Attack' on the Wilson

For me, the Malcolm Wilson Rally is as local as you can get. I grew up just down the road from M-Sport, and I live and work in Keswick, so I was more than eager to get back out into the Cumbrian forests again! It had been 4 months since my last forest event (R.A.C. Rally), and since then I had only been focussing on the remaining rounds of the MSN Circuit Rally Championship. So, with a week to go before the event, I took to the entry list to sieve through the 'TBC' Co-Driver entries and one name stood out, a youngster from the Isle of Man, Maxx Bradshaw.

If we #throwback all the way to 2014, I met Maxx when he was just out of diapers - OK, he was actually like 12 years old. No, I wasn't hanging around outside schoolyards on the Isle of Man, I was navving for his dad (Scotty Bradshaw) on the Pokerstars Rally in a bathtub (Honda del Sol). With this, I gave Scotty a buzz and that was that, I had a seat for the Malcolm Wilson Rally. I did question my sanity a couple of times, as I thought about an 18 year old hooning an Evo around forests which were totally unknown to him, but with coronavirus already gripping the country (shit, I promised myself I wouldn't use that word) I thought "what the hell"!

Rally day arrived, and off to the stages we went, three short runs through the Whinlatter forests, and then on to Greystoke before heading to the service park. The first stage was steady away, rough in places, and having never sat with one another before, it was very much the start of a learning curve. We came out of SS1 cleanly, with the 36th fastest stage time, and were ready to continue picking up the pace on SS2. It didn't quite go to plan in the second stage, we got a little too committed into a five-right and were sent sideways towards a fairly steep drop off, thankfully Maxx kept his cool and managed to keep us on the track, but about 200 metres later I noticed what I assumed was a missed gear, but this wasn't the case. Unfortunately the gear linkage bracket had decided to detach, but again Maxx kept his head and quickly came up with a solution – the solution was I held the linkage together for the next 2.5 miles of the stage, this sadly cost us a good 20+ seconds and dropped us down the order. Just before the stage start of Wythop (SS3), we made a quick fix for the gear linkage bracket - snapping off an allen key and taping it up. This held for Stage 3 – which to be honest I don't remember too much of – and then off to Greystoke we headed.

Just before Greystoke, we had a slight adjustment to the tyre pressure, as Maxx felt it wasn't quite right, and off we went. Now this stage I remember vividly, what a pleasure it was to sit next to this young Manxie. Everything just seemed to fall into place; the notes flowed, the surface was almost perfect, and the pace we were putting down was brilliant. We got to the stage end with big grins on our faces, and we both commented on how much better it felt. Once back at the service area we looked at the results, and sure enough the time matched what we felt, 20th fastest through Greystoke, surrounded by R5 and modern machinery, and only 7.4 seconds per mile off the pace of the stage winner in his Fiesta RS WRC car. After a difficult opening three stages, that was just the result we needed to pick us up... sadly this is where the enjoyment ended.

Midway into Stage 5, and we lost power, very quickly this developed into a smoke screen inside the car. Sadly, this was game over after what was going to be another quick stage. Despite this disappointment, there were a lot of positives to pull from the day. It was an absolute pleasure to work alongside Maxx and the team, at just 18 this boy has a lot of talent and definitely has a bright future ahead of him. Hopefully we can work together again somewhere down the line.

Before I go, a massive THANK YOU to all the organisers and marshals who kept the event running, despite all that was going on in the World around them – true legends!



*Photos Courtesy of
Adam Wordsworth & VTL Motorsport*

Ewan Tindall leads BTRDA R2 Cup after Malcolm Wilson Rally.

EWAN Tindall is the outright leader of the BTRDA R2 Rallye Cup after a storming drive on last weekend's Malcolm Wilson Rally.

The 18-year-old John Easson Award winner produced his best performance of the year to finish a superb 22nd overall and second in class in his self-prepared Fiesta R2.

And that result was enough to propel the Newcastle-based driver to second overall in the BTRDA Silver Star Championship, with navigator Andrew Roughead also second in the co-driver standings.

"It was probably my best drive on gravel in senior rallying, and one of those days when everything clicked," he said.

"The car didn't miss a beat, Andrew was perfect on the maps, the Cumbrian stages were in excellent condition and I felt my driving was very much on the pace."

That pace powered Ewan into the lead of the highly-competitive R2 class right from SS1 Hobcarton all the way through to the penultimate stage Grizedale North, where the pair went into the final test Greystoke 2 with a hard-fought eight-second advantage.

"A lot of the stages on the Malcolm Wilson featured long straights, where any power advantage really makes a difference," explained Ewan.

"Our Fiesta is a first-generation model dating back to 2013, and we give away around 30bhp to the latest Fiestas and Twingos, which is a lot for a front-wheel-drive car.

"We knew that the final stage in Greystoke would favour the extra power, and so it turned out, when we had 25 seconds taken out of us and we had to settle for second.

"But I gave it everything in there. I'm not sure I could have driven it much harder in the conditions. So although it was disappointing in one way, we were still very happy with our pace and performance, finishing as runners-up and taking the lead of the R2 Cup.

"There aren't many rallies where pretty much everything goes right, but this was one of them."

*The next round of the BTRDA Rally Series is scheduled to be the Rallynuts Stages, based at the Royal Welsh Showground in Builth Wells, Wales, on Saturday, April 18, but Coronavirus restrictions place that in doubt.



Two married friends are out drinking one night, when one turns to the other and says,

You know I don't know what else to do.

Whenever I go home after we've been out drinking, I turn the headlights off before I get to the driveway.

I shut off the engine and coast into the garage.

Take my shoes off before I go into the house, I sneak up the stairs, get undressed in the bathroom, stick my foot in the toilet and pee down my leg to prevent splashing sounds.

I ease into bed and my wife STILL wakes up and yells at me for staying out so late.

His friend looks at him and says,

Well, you're obviously taking the wrong approach.

I screech into the driveway, slam the door, storm up the steps, pee hard into the toilet water, then use the full flush, throw my shoes in the closet, undress in the bedroom, then jump into bed, slap her on the ass and say

'WHO'S HORNY?????!!!' and she acts like she's sound asleep! It works every time!

Highland Car Club Snowman Rally

March 7th

Bruce "Chonka" Lindsay : Pendle & DMC

So where do I start 1100mile round trip for Jan , bit less for me and our venture into the KNC Groundworks Scottish Rally Championship 2020 began. Wow, Wow and Double Wow, what an event, what a championship and what a crowd.

We arrived in Inverness for scrutiny and documentation in plenty of time. The 1st thing that struck me was how friendly everyone was the comradery amongst crews officials and speccies seems to be next level. All signed on and ready we arrived at our digs a hotel that prides itself on minimum interaction ! So booking in and finding your relevant room was somewhat of a lottery but after we checked out every empty room we made our own choices and bedded down lol (Jan did end up in the wrong room) .

So in the morning off we went to the rally start , met up with our local man in the know Dan Chambers who had volunteered to ride shotgun with our very PR man BIG Geoff Simpson in the management / service vehicle. After nearly 6 months out of the car Jan was apprehensive but positive he did his best at the start interview (a jock interviewing a suvner was a linguistic battle)and off we went to

SS1

BOOM as virgins to the event what a baptism of fire Snow , Ice , Water and HUGE Rocks, it was bloody sloppy and bloody interesting after his 6 month break from driving it certainly got Jan's attention. We made it through the stage with a few moments in what was basically a 300bhp sledge lol.... it was carnage in there and trippy toeing was not a bad move at all and we had it all to do again in the afternoon as it was rerun as SS5.

SS2 felt a bit better and not as much of the snow and ice , again it seemed that full attack was peoples theory as there was cars scattered everywhere in there.

Into service to be told "well done lads 1st time here and you're still going that's a fete in itself today"

Out of service to do SS3 a nice run through with no real moments and then we were off to regroup and a procession down the Highstreet in Dingwall great to see the public out in droves so it was on with anti lag foot on horn and wave like mad lol .

Back into service to see if Geoff was awake lol. That was it other than the final sections SS4 & SS5

SS4 was a reverse run of SS2 and a good gauge on conditions compared to the mornings runs .. the snow and ice had drastically reduced in SS4 although there was a 200mtr section of sheet ice that made us pop a little but we got through and the final stage awaited .

SS5 was a repeat of SS1 and we hoped conditions had improved and they had a bit, a very tinsey winsey ickle bit so in we went 11 miles until we had completed The Snowman we approached the stage gingerly as conditions were poor ice was the big prob it had lingered under the snow and now melting snow had made the ice BLOODY slippery, we prodded on getting air on jumps and under steering on ice but we made it to the end and we had done it 1min 20secs faster then the mornings attempt.

JOB DONE we had completed a challenging Snowman Rally and completed round 1 of The KNC Groundworks Scottish Rally Championship. Result was 45th OA, 90 starters - 18th in class from 27 starters

NOT TOO SHABBY FOR A 1st ATTEMPT

Next sees us at Round 2 The Speyside Stages @ Elgin on April (another BIG road trip)

Jan Budge- Driver : Bruce "Chonka" Lindsay - Co Driver : Pendle & DMC



RALI **BRO CARON**

Promoted by Lampeter & District Motor Club Ltd.

29th of February & 1st of March

The 29th of February and 1st of March saw the annual Bro Caron road rally held by Lampeter and district motor club. One again sponsored by Windy corner coaches, this year's event saw Dafydd Evans and Cadog Davies take over the role of clerks of the course after three very successful events at the hands of Marc Hughes who stepped down from the role although was still helping out. Between them they put on a route of some 95 miles all on OS map 146, with the majority of the route taking place on the southern half of the map. Once again it featured in the welsh road rally championship and for this year it was the opening round so needless to say the entry filled at an incredibly quick rate, with over 90 entries received in the first hour of regulations being available, unfortunately such was the popularity that a number of crews found themselves on the reserves list, crossing their fingers that a space would become available.

Those that did manage to find themselves on the entry list included last years winners Kevin Davies and Alan James who took the number 1 spot in Kevin's regular Mk2 Ford escort. As last years winners as well as several other victories all over the country this pair had to rank among the favourites for victory again this year. Behind them were another escort pairing of Mark Lennox and Ian Beamond. They won the welsh road rally championship in 2019 so were definitely in contention of taking victory in their Honda powered escort here. The number 3 slot went to former welsh champions and event winners, plus the first of club members with driver Andy Davies once again taking the wheel of IDZ, the Subaru Impreza that has served him well on rallies all over the country as well as overseas. He had regular navigator Michael Gilbey taking care of map duties again. John "tyres" Davies and Eurig Davies took the fourth slot in a Vauxhall astra GTE, John and Eurig are multiple event winners and John has won this rally in the past so were another crew to keep an eye on. Number 5 went to George Williams who had Aled Richards with him for this event. George took the runners up spot in last year's welsh championship and with guidance from vastly experienced Aled Richards sat next to him they too were among the favourites. Ifon Richards were behind them at 6 in another Mk2 ford escort, they would be another crew to watch with plenty of experience in both sides of the car. At 7 were Mark "GT" Roberts and Dylan Jenkins in Mark's familiar purple Mk2 golf GTI. Mark and Dylan are another crew that have plenty of victories together and are capable of winning in any part of the country. 8 went to Kevin Kerr and Huw Rhys Manion, they were another pair choosing the ever popular Mk2 ford escort as their wagon of choice, as were Gavin Edwards and Daniel Jones in their hired example. Another escort followed, with this one belonging to Mike Roberts and accompanied by Dafydd Sion Lloyd. They rounded off a highly competitive top ten.

The talent continued far beyond the first ten, with Malcolm "tar" Jones and Rhys Jones, whilst this pair normally focus of stage rallies, they do occasionally like to compete on road rallies with the Bro Caron being their clubs' event so they always make the effort to enter. Their vehicle of choice was a Peugeot 206 GTI 180 model. At 12 were Richard Jerman and Ryan Griffiths, Richard was a regular on welsh road rallies a few years ago and was making a return to the lanes on this event, they were another pair using a Mk2 ford escort. Chris Hand and Simon Jones were up next at 13 in Chris' Ford Sierra.



*Photos Courtesy of
Joseph John Gilbertson*

Continued on Page 31

Chris has been getting some excellent results lately including a couple of victories and he and Simon had the potential to do big things here. Martin Curzon and Gerwyn Barry took the fourteenth slot in Martins Mk1 Ford escort. The Mk1 isn't a commonly rallies car any more and makes a nice addition to any rally when an example is entered. They would be another crew capable of a top finish. Rounding off the top fifteen were Matthew Jones and Richard "Tyson" Morris in a Vauxhall astra GTE.

First off in the exert class were Rhodri Evans and Geraint Jones in a BMW 318, right behind them were Gari Evans and Richard "ty capel" Williams in Gari's Mk2 ford escort. Both crews were capable of an excellent result. Paul Morgan and Jamie Mills followed them in a Honda civic type R at 23 and at 24 were Dafydd Morgan and Kieran Price in the now very popular Peugeot 206 GTI. James Davies and George Eadon were at 25 in James' new Proton compact GTI, freshly built after damaging his previous example on the Classic tracks last year. They were another pair capable of big things. Dewi Davies and Rob Thomas followed them at 26 in a Vauxhall astra GTE, Dewi set some incredible times on last years event so was a real threat for a good result on this year's event. At 27 and bringing out his escort for the first time in a while was Alan Gaunt who for this event would be accompanied by Carl Williamson. 29 went to club members Tim Evans and Paul Jones who hired a Proton Satria GTI for this event and were a crew well capable of a class win. Club regular Daniel Williams was at 33 with regular navigator Shaun Richards, they were in Daniel's regular BMW which was now powered by a Honda engine so would be one to keep an eye on.

In the semi expert class it was Michael Roberts and Natasha Roberts that were first off at 45 in a Mk2 Ford escort, it would have been Lee Plant and Mike Roberts that were deemed to run but unfortunately they had to pull their entry on the way to scrutineering with suspected head gasket failure. Ioan Lloyd and Daniel Evans were at 46 in another escort and would be ones to watch with rallying running in Ioan's family with farther being multiple rally winner Gareth Lloyd. Ioan is definitely following in his father's foot steps and has already shown potential in the lanes.

Llyr Davies and Gareth Joes led novice class off at car 70 in a Proton Satria They were followed by Steffen Evans and Connah Urquhart who were out in a Subaru impreza. Rounding off the entry at car 90 were club members and first timers Arthur Jones and Nathan Plant in a Peugeot 206 GTI.

In the end 87 cars gathered at the start car park outside of Lampeter leisure centre. Signing on began at 5 o'clock in the afternoon and steadily competitors signed themselves on for a night of action. Scrutineering was held at Huw Lewis Tyres and noise was at Gwili Jones Tractors. Once competitors had passed through there, they joined everyone else at the car park, once again a burger van was on sight and had a queue of people there all night who wished to fill up before heading into the lanes. At 10 o'clock clerk of the course Dafydd Evans held a driver's briefing to inform all competitors on the running of the event. Once this was done route cards were handed out and one by one eager navigators picked theirs up and began plotting in the cars. There would be some 27 Time controls, 65 passage controls plus give ways, cautions and a couple of quiet zones all to be plotted onto the maps.

The first car left the car park at 11:50 ready for the first section, which was to be at the village of Parc-y-Rhos. The section began just off of the A482 and went west out on to the A485 before turning back in towards the village. It is a very technical piece of lane and a favourite among competitors for providing an enjoyable challenge with many twists and turns and camber changes in the road. From here competitors turned left and went south to the first white road of the night at the top of Pencarreg. Time controls 2 and 3 were located along this stretch, with time control 2 being timed to the minute and time control 3 to the second. Most competitors picked up a minute at this clock although some of the lower runners had more. There were around a dozen that managed to ass through penalty free which included car 1, Kevin and Alan as well as Andy and Michael in the Subaru.

Time control 3 was the first clock timed to the second where everyone gathered penalties. Best here were Gavin and Daniel in the escort that received 22 seconds here, although they had picked up a minute at the first clock, which allowed them to begin the next section with a full minute extra in effect. George and Aled had similar circumstances and picked up 26 seconds at time control 3, followed by Mike and Dafydd on 27 seconds. Dewi and Rob were among the best experts on this section in car 26. They had a penalty of 51 seconds here. They were closely followed by Thomas and Richard Hughes in car 37, another Mk2 ford escort, who had 54 seconds, one second behind them on 55 seconds were Alan and Carl in their escort.

Also doing well here were semi experts Ioan and Dylan who received 57 seconds. This was an excellent tie for this young driver, and best in novice were car 84, a Peugeot 106 belonging to Sion Jones and Rhys Jones who had 1 minute and 8 seconds.

From here there was another white road down into the village of Esgair-Dawe where the first spectator point was located. From the white competitors arrived at a grass triangle where they went around the long way and out to a give way junction, from the junction they took a left which put that them at another give way junction, where they went left again.

Following this there was another grass triangle which they again took the long way around, followed by a tight uphill harpin left bend by the chapel where a huge crowd of spectators gathered. The section finish was located just after here and again competitors gathered penalties. It was Mike Roberts and Dafydd Sion-Lloyd that did best here as they stopped the clock on 34 seconds in their escort, hot on their heels were George Williams and Aled Richards who had 38 seconds. Kevin Davies and Alan James were next on 45 seconds. Up to now the weather had mostly been dry and clear although some sleet had begun to fall on higher ground, thankfully it didn't last.

It was already an eventful night for many with Andy's Subaru breaking a driveshaft along this section so they took it easy until they could pull in at the end of it to carry out repairs. For some their rally had already come to an end with the escort belonging to Mark Lennox and Ian Beamond retiring with a damaged steering rack and punctured wheel so they called it a night, as did the Peugeot of Malcolm "tar" Jones and Rhys Jones who sheared one of the bottom ball joints of the car clean off so they also retired.

It was Alan Gaunt and Carl Williamson that did best among the experts here at Section finish 5, their penalty count was 54 seconds. Steve King and Dave Thomas were also doing well here and achieved a time of 57 seconds here. In the semi expert class, it was Malcolm Jones and Gary Thomas that did best with 1 minute and 38 seconds gathered here. A great time by them in their Nissan Almera GTI. They were two seconds in front of the Honda Civic of Paul and Alan Hands. In novice class it was car 78, Iwan Hands-Davies and Tomos Evans that did best in their Peugeot 206 with 1 minute and 46 seconds gained.

From here the route crossed the A482 and began just outside the village of Ffarmers where the route then passed through Cwrt y Cadno before turning back towards Pumpsaint where the second spectator location was. Section finish 8 was at the end of this little section and again competitors gathered penalties here. Chris Hand and Simon Jones pushed really hard over here and were rewarded with a time of 41 seconds for their efforts, great going by them. Kevin and Alan were also going well and achieved 46 seconds here. Arwel Evans and Nick Bloxham in their hired Mk2 ford escort also did very well and achieved 48 seconds here. Alan Gaunt and Carl Williamson were best among the experts with 54 seconds gained in their escort, and right behind them was the 206 of Dafydd Morgan and Kieran Price on 55 seconds.

It was Ioan Lloyd and Dylan Evans that were best Semi Experts again in their escort who even in this early stage of the rally were on course for an excellent result as they achieved a time of 1 minute and 11 seconds here. In the novice class Llyr Davies and Gareth Jones were doing well with 1 minute and 39 seconds.

The route then headed south once again and began just outside of Hafod Bridge. This was a very tricky section with very tight lanes with plenty of dips and climbs along the road. This section had three give way junctions where competitors went left at each one on their way to time control 10. It was Kevin and Alan in car 1 that set the standard over this section as they only picked up 11 seconds of penalties. The route briefly went north again towards Caio forest. From here the road ran to the east and then south east through a forestry track, and time control 12 was located at the end of it. Andy and Michael put the Subaru's four-wheel-drive transmission to good use here and achieved an excellent time of 15 seconds through here, a time that no other competitor could match, although Gavin Edwards and Daniel Jones did very well on 36 seconds. The final section of the first half took place just outside of Cilcwm, which was section finish 13, and again competitors gathered penalties at this clock. It was John "tyres" Davies that did best here, he with navigator Eurig Davies managed to pass through here only gaining 9 seconds of penalties, their astra was one second head of the escort of Mike Roberts and Dafydd Sion-Lloyd.

It was into Llandovery then for the refuel halt where competitors have a quick rest before tackling another demanding half. The top 5 positions read as:

- 1st. Andy Davies / Michael Gilbey 4 minutes and 15 seconds
- 2nd. Kevin Davies / Alan James 4 minutes and 42 seconds
- 3rd. John "tyres" Davies / Eurig Davies 4 minutes and 48 seconds
- 4th. Gavin Edwards / Daniel Jones 5 minutes and 5 seconds
- 5th. Irfon Richards / Daniel Stone 5 minutes and 39 seconds.

The leading expert class competitors were Dafydd Morgan and Kieran Price who were in ninth overall with a penalty count of 7 minutes and 14 seconds. It was no surprise that Ioan Lloyd and Dylan Evans held the semi expert class lead as they lay in eighteenth overall with a penalty count of 9 minutes and 33 seconds. Novice class was being led by Steffen Evans and Connah Urquhart with a time of 13 minutes and 39 seconds, this saw them lay in thirty fifth overall.

It had been a very challenging first half and many competitors had an eventful time. James and George had a mis firing engine in the first half which they had managed to fix in the petrol halt. Huw and Owen Rowcliffe had a puncture in the first section so had lost some time as they had to limp around until they could change the wheel. Unfortunately, there were also some retirements on the sheet, which included the escort of Martin Curzon and Gerwyn Barry who had a misfire on their escort's engine. Richard Morris were also out with a holed radiator and Arthur and Nathan had been enjoying their first time in the lanes until they broke a drive shaft just before the petrol, putting an early end to their rally.

The second half began with a short section just outside of Llanwrda. Here Kevin and Alan had one of the tyres blow out on their escort so they cut some of the route to insure they stayed within maximum lateness, although this did mean that they picked up some fails and dropped down the leader board. The route around this section was another twisty affair, and featured another grass triangle that competitors had to drive the long way around. Section finish 15 was located shortly afterwards and here it was Andy and Michael setting the pace in IDZ, with a penalty count of 35 seconds. Just behind them were cars 5 and 22, which were George Williams and Aled Richards plus Gari Evans and Richard "ty-capel" Williams who both had 39 seconds.

A short neutral section followed back near Hafod Bridge, although this time the route was to the west of the village. Here competitors travelled north-west up towards Crugybar before turning back down to Waunclunda, before finishing just outside of Halfway. There were three clocks located along this section, they were time control 17, 18 and section finish 19. Time control 17 wasn't a tight section so the majority passed through without gaining any penalties, but time control 18 was a lot tighter and on a far trickier section of road. This clock was timed to the minute and almost everyone here picked up at least one minute, although both Andy and Michael as well as car 32, the BMW of Daniel Williams and Shaun Richards both went through penalty free. Section finish 19 was the next clock and the road leading into it is a notoriously difficult one which snakes between two tall hedgerows before competitors approach a difficult junction often referred to as "five ways" which sees five road connect. Here competitors arrived at the give way junction and head to turn a harpin right hand bend which is very tight and a wrong approach can easily lead to time loss with three-point turns required.

Here at section finish 19 it was the escorts of George Williams and Aled Richards plus Richard Jerman and Ryan Griffiths tied for time on 41 seconds. Gari and Richard were next on 47 seconds. Ioan and Dylan were best semi expert with 1 minute 3 seconds and leading novices were Jac Dark and Gwenllian Bulamn-Rees who had 1 minute and 15 seconds. There followed another short section from Maerdy to Soar. Section finish 21 was located here, and by now the temperature began to fall and the wind also picked up, giving a chill factor this made making marshalling something of an experience! Unfortunately, after managing to cure his mis fire the Proton of James and George broke a drive shaft along the second half which put them into retirement. At section finish 21 it was Tim Evans and Paul Jones that did best with 13 seconds of penalties gathered here, excellent going by them. Gari and Richard were next on 22 seconds, closely followed by Mark "GT" Roberts and Dylan Jenkins in their golf on 25 seconds as well as Chris Hand and Simon Jones who also had 25 seconds. Michael Roberts and Natasha Roberts were leading semi experts here with 43 seconds gained. Leading reserve entries here were the reserve crew of Ashley Thomas and Oli Lloyd who were running at car 44 in a Ford fiesta. They had a time of 1 minute and 12 seconds here, unfortunately this crew had gone over time limit at Main control 2 but still ran.

From here the route was meant to travel through the village of Abergorlech but unfortunately that section had to be cut out of the route the day before the event, so the next section took place just outside of Llansawel where the final spectator point was located. The first part of this section was straight forward and the majority passed through penalty free, but the going soon got tough again after time control 23, where competitors turned off the road into a farm track that came out near the village of Harford. From here competitors crossed the A482 and went into Ffaldybrenin. Kevin and Alan had re-joined the route at this section and they as well as all of the other front runners picked up 1 minute of penalties here.

The next section was in classic Bro Caron territory, with a section through Llanycrwys where competitors turned left at the give way junction, from there it was a tight and twisty run up towards the next junction where competitors turned left through a ford before arriving at the next give way junction. Here competitors turned right and then arrived at another give way junction, this time turning left, all before arriving at time control 25. This was probably one of the tightest sections of the whole route, and here everyone picked up penalties, with Arwel Evans and Nick Bloxham being least penalised with 1 minute and 5 seconds in their hired escort. One second down on them were Andy and Michael who were pushing the IDZ as hard as ever. Chris Hand and Simon Jones were next on 1 minute 14 seconds in their sierra, and one second behind them were Richard Jerman and Ryan Griffiths. Rhodri Evans and Geraint Jones were also doing well here in their BMW with 1 minute and 20 seconds.

Rali Bro Caron Continued from Page 33

They had in fact been doing well all night and were involved in a real battle with the escort of Gari Evans and Richard "ty-capel" Williams who had also been having a good night. In the semi expert class Ioan and Dylan were on a storming run with 1 minute and 32 seconds. Jordan Evans and Johnny "bop-bop" Hands also did well in 1 minute and 44 seconds. In novice class Llyr Davies and Gareth Jones had an excellent time of 1 minute 55 seconds in their Proton. Hot on their heels were Steffen Evans and Connah Urquhart on 1 minute 58 seconds.



The next section involved a couple of quiet zones so wasn't tight and therefore pretty much no one picked up a penalty there. The final section of the night was another tricky one which involved competitors travelling through Cellan before turning left back out of the village. Section finish 27 was at the end of here and it was Arwel and Nick that did best, picking up 37 seconds of penalties, a great end to a good night for them. Next up were the BMW pair of Rhodri and Geraint who achieved a time of 40 seconds. Kevin and Alan had a strong end to their night with 48 seconds gained here. In the semi expert class Michael Roberts and Natasha Roberts did very well with 47 seconds, a time that would put them comfortably in the top ten here. Jordan and Johnny also did well here with 1 minute of penalties gained. In the novice class Jac Dark and Gwenllian Bulman-Rees ended their night with an excellent time of 1 minute and 3 seconds. Elian Lewis and Ryan Jones also did well here with 1 minute and 9 seconds.

With the competitive mileage done it was back to Lampeter to the rugby club for a well-deserved breakfast and results. After a long hard night, it was declared that the winners of the 2020 event were Andy Davies and Michael Gilbey, who for the second time in three years had managed to guide IDZ around the tight and twisty lanes of OS146 to victory. Their final penalty count was 9 minutes and 59 seconds. At the end of the event Andy commented "The second bro Caron win in three years was every bit as sweet as the first, on a rally that, as you know is very close to my heart. It was great to just make it to the finish after our recent run of bad luck but even better to return to winning form." Congratulations to him and Michael. The top five at the end of the event read as

1 st . Andy Davies / Michael Gilbey	9 minutes and 59 seconds
2 nd . John Davies / Eurig Davies	11 minutes and 49 seconds
3 rd . George Williams / Aled Richards	12 minutes and 3 seconds
4 th . Mike Roberts / Dafydd Sion-Lloyd	12 minutes and 39 seconds
5 th . Arwel Evans / Nick Bloxham	13 minutes

Expert class was won by Gari Evans and Richard Williams who had finished in an excellent sixth overall with 13 minutes and 34 seconds. Semi expert class was won by Ioan Lloyd and Dylan Evans who finished in fourteenth overall with 17 minutes and 50 seconds. Novice class was won by Elian Lewis and Ryan Jones who finished in thirty-first overall with 26 minutes and 46 seconds. Unfortunately, there were more retirements on the sheet which included Kevin Kerr and Huw Rhys Manion with Kevin feeling unwell. Cambrian Winners Huw and Owen Rowcliffe also retired in the second half with a car that kept cutting out due to a sensor.

The organisers of the rally wish to thank all of the marshals, land-owners and residents of the area who had a disturbed night, as well as Huw Lewis tyres for scrutineering, Gwili Jones for the noise and trailer park venue, Ceredigion council for the car park and their co-operation, Dyfed Powys police, for their assistance and everyone else, Lampeter rugby club for the finish venue and breakfast as well as everyone else who volunteered their time to help with the running of the event. The organisers are already looking forward to the next running of the event.

Greg Harrand

**When one door
closes and another
door opens,
you are probably in
prison.**

**When you do squats, are
your knees supposed to
sound like a goat chewing
on an aluminum can stuffed
with celery?**

A married couple were asleep when the phone rang at 2 in the morning.

The wife (undoubtedly blonde - sorry again Sue!), picked up the phone, listened a moment and said 'How should I know, that's 200 miles from here!' and hung up.

The husband said, 'Who was that?' The wife said, 'I don't know, Some woman wanting to know if the coast is clear.'

HRCR Mini Sport Cup Round 1 **Jasper's Bakeries**

David Owen Historic Stages

Round one of the 2020 HRCR Mini Sport Cup, Jasper's Bakeries David Owen Historic Stages run by Owen Motor Club got the season off to a thrilling start on Saturday 14th March with 20 Minis entered, but on the day due to the current health guidelines surrounding the Covid-19 outbreak, 2 of the crews elected to self-isolate.

The day started with light drizzle after heavy overnight downpours, making the roads in Weston Park incredibly slippery.

1st Mini away was John & Martin Cressey in Mini Sport Open Class Mini at car 9, followed by the first of the Historic Minis Clive King & Anton Bird at car 10. Shane Gamble & Bob Ward at 11, Ryan Taylor & Hollie Churchill, Andrew O'Hanlon & Kevin Hogan, Matt Davies & Shaun Layland & Jack Hartley & Andrew Lodge all followed close behind.

Stage 1 saw John take a 3 second lead from Clive who was 1 second quicker than both Ryan & Matt over the slippery roads – the other Minis were mere seconds off the pace.

The 2nd Stage saw John, Clive & Matt all set a time of 3.21 with Ryan dropping a couple of seconds, at the end of this stage John was 7th overall with Clive 1 place behind. The pace of the Minis was exceeding that of many of the larger-engined cars, which were struggling to find traction.

The 3rd Stage saw Clive & John red flagged due to an accident, they were stopped in the stage, whilst all the other crews were delayed at the start but managed to run through the stage. Clive & John were then given a time based on the cars that had completed the stage.

The other crews were not far behind. Adrian Kermode & Jared Gill (using Ray Cunningham's 2017 Championship winning Mini) had started to settle into it, setting some very quick times.

Over the next couple of stages the front-runners all set times within a few seconds of each other, showing just how close the Minis are!

Leading from the start, John & Martin Cressey were doing well until Stage 5, turning in just a little early – realising & turning out again, it was just too slippery! The father & son crew ended up in a field, with bog up to the sump guard...

John's little 'field trip' resulted in a Stage maximum of 30 minutes, giving Clive the lead of the Minis. Despite being fastest Mini every Stage after, it was just too much to pull back, with John saying that, *"to finish 1st you have to finish all the Stages!"*

Matt out braked himself & dropped time hitting a straw bale, but on the next stage Clive spun & stalled the car, by the time he re-started the engine & turned the car around the lead had gone – he had dropped to 4th Mini, such was the pace.



Continued on Page 36

David Owen Historic Stages

Continued from Page 35

After a good run on their last event, November's Wydeean Rally, Andrew O'Hanlon & Kevin Hogan were looking forward to making a bright start on the first round of the 2020 Mini Sport Cup despite starting at number 13! – Unfortunately the Rally Gods were not smiling on them so favorably and pulling away from the start on the very 1st stage, they were immediately in trouble with a persistent misfire that saw them drop considerable time to their fellow competitors. Back at service and a check of the plugs showed one plug to be fouling badly. Plugs were changed along with leads and distributor cap and the crew headed off for the 2nd Stage, however, the problem remained and they had little option but to complete the stage before investigating further. A thorough check of the ignition and a further change of distributor cap seemed to partly solve the problem although the car never really performed to its best for the remainder of the day. Nevertheless, Andrew tried hard and managed to reduce the deficit, recovering well to bring the car home as 7th Mini and 2nd in Category 2.

The end of the rally didn't mark the end of the trouble for Andrew & Kevin as the crew were entering the service area immediately after the final stage and as they were turning the car around, there was a bang from underneath the car and the steering had broken – steering wheel spinning merrily around but having no direct connection with the front wheels – with Kevin adding, *"perhaps no 13 wasn't so unlucky after all as one shudders to think about what might have been had that happened 30 secs earlier on the stage!"*

Craig King & Clare Jennings had been enjoying a new engine & trying to get to grips with the higher set differential, sadly this ended with a big collision against a tree, Craig added, *"having built a new engine and changed a lot to the car, I was cautious starting in the very slippery conditions. We were gradually building up confidence and starting to learn how to drive with the new engine/handling characteristics. The car didn't miss a beat and the new engine is fantastic. Clare and myself were really enjoying ourselves when on Stage 6, we got caught out by the conditions at the flying finish and ended up going nose first into a pretty substantial tree! End of rally for us, and lots of damage to repair I'm afraid... Not sure when I will next be out, but the full damage will be assessed in the week."* Thankfully Craig & Clare have both been checked over by a doctor and are doing fine!

Newcomer to the Championship, John Nicholson was enjoying his car with a couple of spins as he is used to driving his rear wheel drive Escort, but his times were improving. Paul & Jemma Taylor had been swapping times with John & finished just one place behind in 26th, whilst Paul & Vicky Price had a front brake hose fail, sending them into a straw bale, later a gearbox noise & then finally failed destroying their engine.

Dave Evan's was running last year's engine, as his new 8 Port wasn't finished in time, his times were not far off the pace when he lost it on a bend & made a mess of the front of his Mini Clubman against a fence.

For the opening round of the Championship this year, Jack Hartley was seeded 7th Mini, car number 15, pairing up with Andy Lodge for the 1st time! The 1st Stage went well however on the start line for the 2nd Stage with 2 seconds on the clock, the clutch stopped working and the car set off. Therefore the crew had to do Stages 2 and 3 without any clutch at all as it had stopped clearing, which cost them about a minute. Returning to Service, Daniel Harper Mini Sport's Engineering Director took the clutch out and sorted the problem in the short Service slot, meaning luckily, Jack & Andy didn't miss any stages and got to carry on with the rest of the rally.

Through the remaining 7 Stages, their Mini ran well & they set some competitive times. The conditions were quite greasy earlier on however there was more grip as the day progressed and the Stages dried out. Starting to get some time back through the rest of the day and enjoying a good rally, finishing 5th in the Mini Sport Cup and 14th overall, with Jack adding, *"we were lucky to get to the finish considering we were having problems earlier in the day."*



David Owen Historic Stages Continued from Page 36

Last year Championship Newcomer Harvey Stevens saw a last minute Navigator change to Lawrence's dad & Harvey's Brother-in-law – Andy Selly, taking charge of the notes in only his 2nd ever rally. Desperate not to repeat last year's tree hugging episode the team set off with the Mini wearing its 12inch wheels & Yokohama A048 tyres which only come in medium compound! Struggling to find any meaningful grip, the crew opted to play it safe & wind in the pace to get the car back to service where a wheel change would see the car fitted with Yokohama A539 road tyres. Grip levels were instantly better and the crew got to the task of learning the Stages. Confidence started to grow and the team pushed for faster times. Midway through the rally the team contemplated switching back onto the race tyres as the surface began to dry out but thought better of it, a decision that proved the right one as the stage claimed at least 3 of the fellow Minis. Having witnessed Craig King "doing a Harv" and hitting a tree the team opted to simply race against fellow novice Andy Jarman a joust that would see each crew trade quicker times throughout the day, testament to the Championship whereby a competition can be had from car 1 to car 20! Fantastic result for Harvey & Andy, finishing 30th place!

A new pairing for the season, Andy Jarman & Adrian Lloyd had a good run to finish in 31st, whilst Andy Walkingshaw & Megan McCarron where unfortunate to have to miss a stage when a fuel union began to leak as they approached the start of stage 3. Taking a penalty of 30 minutes dropped them down to 33rd

Both Jeff Robinson & Eric Davis where unfortunate to have to drop out with transmission problems.

In the final few stages Adrian Kermode was the leading Mini with Ryan & Matt close behind, Clive was trying to play catch up, but the oil pump gasket let go & he was suffering low oil pressure which was giving concern.

Going into the last stage it was all to play for, Adrian & Jared won – taking maximum points with only a 7 second lead from Clive & Anton, with Ryan & Hollie just 1 second behind & Matt & Shaun a further 1 second. With Ryan going on to say that, *"It was a brilliant day – I started off steady and by the end of the day was well on the pace! Really enjoyed it & my Mini was spot on. My dad (fellow competitor Paul Taylor) has done a brilliant job with the engine."*

At the finish there were five Minis in the top fifteen overall & just 10 seconds between the top four cars! It doesn't get any closer than that on any rally, & shows what to expect for the rest of the year...

The first round winners of the 2 Yokohama tyres were Andy Jarman, 5 litres of Classic Mini Oil to Eric Davis, the Tetra Boost went to Harvey Stevens and the Snap On tools award to Jeff Robinson. For the 'Best Improvement on Seeding' a set of Mintex Competition brake pads generously donated by Questmead went to Adrian Kermode up from 25th to 7th overall!



GAZZARD ACCOUNTS

**Registered Agent
with HM Revenue &
Customs.**

**Accounts and Book-keeping
services for Small Businesses.**

We specialise in

- Self Assessment,
- CIS
- VAT Returns.

**We also cater for SMALLER
Limited Companies.**

**Workplace or Home/Evening
visits can be arranged.**

We will offer you the following :

- Regular contact and advice
- Assistance for Self Employed
- Simple accounting practices
- Friendly service and assistance

**Serving Greater Manchester and
areas of Lancashire and Cheshire.**

Registered Office :

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

Office Tel No : 0161 643 0151

E-Mail :

gazzard.accts@btinternet.com



Gazzard Accounts Ltd



Grass Roots Motor Sport



Wigton MC

Early Spring AutoSOLO

**Peter Wright dominated the
first autosolo of the year.**

Wigton Motor Club got their season off to a flying start with round one of the HPE Construction Autotest Championship when Peter Wright was the runaway winner of the Early Spring Autosolo held at Maryport, taking his Mini to win by ninety seconds over Peter Masters who travelled over from Durham in his Suzuki. However, Peter, who won the front wheel drive (FWD) class was only a second up on the very smooth John Holliday in his Mazda MX5 who won the rear wheel drive class (RWD) .

The day started in extremely wet conditions and the surface was very slippery. However, there was a very high standard of driving and only a couple of "wrong directions" during the whole day. It was a tribute to David Wiggins and his organising team from Wigton MC that it ran so smoothly.

Aaron Pattinson was fifth and winner of class FWD2 in his Corsa after a clean run through all the tests. Eighteen tests were run during the day with the final one being the longest at over three minutes. Drew McLean and Angus Cowan were next up in Mazda MX5 and Escort RS respectively who tied on time but were separated on who was fastest on the first test, in this case - Angus.

David Agnew in his 1969 Mini was seventh ahead of Dan Grierson's Clio and John Sloan's Escort which was the first historic. Fourteen year old Jack Long was tenth on only his second event in a VW Fox after an error free run, a talent for the future perhaps?

Gemini Communications

RALLYING

Provisional Dates for 2020

Sat 12th April

Warcop Stages

CANCELLED
Warcop

North Humberside MC

Sun 19th April

SMC Stages

CANCELLED
Ty Groes

Stockport061MC

Sat 16th May

Plains National

CANCELLED
Abrehirnant &
Drws y Nany Forests

Knutsford & DMC

Sun 14th June

Keith Freckler

CANCELLED
Weeton

Blackpool SSMC

Sun 5th July

Greystoke Stages

Greystoke

West Cumbria MSC

Sun 16th August

Gareth Hall

Trawsfydd Ranges

Bala & DMC

27th Oct - 1st Nov

Wales Rally GB

North Wales

MSUK

Sat 7th November

Neal Howard

Oulton Park

Bolton-le-Moors CC

Sat 14th November &

Sat 15th November

Glyn Memorial

Ty Groes

C&A MC

Bike Rides



Sun 5th July

Manchester to Blackpool

Sun 13th September

Manchester to Northwich
& Return

TRAINING

TBA

Fire Training

Darwen Services

TBA December

First on Scene

Darwen Services

email Tracy Smith

tracey.amsc@hotmail.com

Golden Microphone Trophy 2020

Following the Malcolm Wilson Stages
& that could be it for a while now!

O/A	Call Sign	Operator	Score
1	G 13	Stuart Dickenson	37 points
2	G 25	Chris Woodcock	33 points
3	G 38	Sean Robertson	29 points
..	G 59	Maurice Ellison	29 points
5	G 17	Robin Mortiboys	28 points
6	G 99	Tim Foster	27 points
7	G 16	Bill & Robbie O'Brien	20 points
..	G 64	Bryan Wragg	20 points
9	G 03	Les Fragle	19 points
..	G 20	Peter Donnellan	19 points
..	G 23	Ian Davies	19 points
..	G 65	Brian Eaton	19 points
13	G 01	Bill Wilmer	10 points
..	G 02	Graham Cookson	10 points
..	G 11	Mark Wilkinson	10 points
..	G 70	David Mainprice	10 points
..	G 33	John Ellis	10 points
..	G 37	Jermaine Jackson	10 points
..	G 41	Jerry Lucas	10 points
..	G 48	Peter Langtree	10 points
..	G 50	David Peaker	10 points
..	G 52	Steve Lewis	10 points
..	G 53	Tom & Vicky Mercer	10 points
..	G 55	Steve Broadbent	10 points
..	G 56	Tony Jones	10 points
26	G 07	Tony & Avril Lee	9 points
..	G 26	Mark Dickenson	9 points
..	G 40	Ian Smith	9 points
..	G 42	Roger Whittaker	9 points
..	G 58	Geoff Ingram	9 points
31	G 28	Andrew Taylor	5 points
..	G 51	Gerry Morris	5 points
			points
			points
			points
			points
			points
			points
			points
			points
			points
			points



GEMINI
MOTORSPORT
COMMUNICATIONS

**Visit the
ALL NEW
Gemini
Communi-
cations
Website**

www.geminicommunications.org.uk



Getting Bad Reception
Can't hear other Radios
Control is 'Back of the Box'
Been located in a bad
place in the Forest

--:--

Get one of our 30 foot pull
up Telescopic Masts

Masts and Antenna's
Always in Stock

Just ask Bill for details

Mob 07973 830 705

w.wilmer@btinternet.com

Radio Mutterings

Brooklands & Mercedes Benz World

A long weekend, with brother Simon at the start of the month provided the opportunity to visit the UK / World's first purpose built racing track at Brooklands and opportunistically the adjacent Mercedes Benz World.

The Brooklands Museum has been on the bucket list for a while so the chance to visit was not to be missed, what I didn't quite realise was Mercedes Benz World was next door. The latter is a driving experience, cum museum, cum entertainment complex devoted to all that is Mercedes, but more of that later. Upon entering the vast museum complex of sprawling buildings, first stop is the Jackson Shed and Grand Prix Exhibition

The Brookland Racing circuit was opened in 1907, as the world's first purpose-built racetrack and the famous banked circuit was 2.7 miles in length. The museum complex is not only dedicated to all forms of racing on two and four wheels but also pays tribute to the site's war-time role when the site became home to the Brooklands Aircraft Factory. The site having a long and illustrious role right the way through the Second World War, Cold War and modern era of civil aviation. From Vickers Armstrong, to Hawker Siddeley and finally British Aerospace the Brooklands site built some of the most famous British Aircraft.

After spending most of the day at Brooklands we finished the day at Mercedes Benz World. The spectacular building overlooks their very own test track and skid pan, with a host of historical cars presented, a film theatre and gallery of F1 cars to enjoy, oh and not forgetting the café and restaurant.

Outside you can enjoy a variety of driving experiences, how about a 15 minute passenger ride in an AMG-63 fast and furious V8 for £40, or how about a one hour hands on driving experience in a AMG GT R 'beast' for £395, the choice is yours !.

Back inside the Mercedes F1 gallery brings you up close and personal with a plethora of Mercedes fire breathing F1 cars.

If you ever get the chance have a look at BROOKLANDSMUSEUM.COM and search for Mercedes-Benz World.

Malcolm Wilson Rally 14th March 2020.

After a concert, maybe the last for some considerable time at the Royal Liverpool Philharmonic Halls the night before, it's a very early start for the drive north up the M6 to sign on for the Greystoke Stages of this iconic Cumbrian Rally. This year I'm allocated to start radio duties, alongside co-ordination of the negative tracking radios through the stage. Entry to the stage is along a very wet and muddy track, that leads to guess what, a very wet and muddy stage !. With rain one of Cumbria's key exports the day is set for one of heavy showers and challenging driving conditions.

The radio check by Furness Control passes off quite quickly until we get to Gemini 3 at the Stop Line, with radio silence ?. As Spec Safety is into the stage I ask Dave Brodie to stop at Les's location and see if there is anything he can do. Dave eventually reports back that he can hear Control and me from parked alongside Les, but Les unfortunately can't hear or be heard ?.



Continued on Page 42

Radio Mutterings Continued from Page 41

After speaking to Tony in the backup Gemini Control I eventually get the negative tracking system operational and manage to speak to Les at the Stop via the highband set and I set up myself as the radio link and relay between the Stop Line and Furness Control.

By half eight the major safety cars are into the stage and they report a well set up and marshalled stage. At 08:53 the final safety car Oscar 2 is into the stage, as Oscar 1 has bit the dust somewhere in Grizedale apparently. On the stroke of 09:04, the first of the 100 class, Car 126 is into the first challenging run through Greystoke.

With nineteen runners expected time flies by as the rain tips it down and I act as surrogate radio controller to Les and manage the negative tracking through the stage. It's not long before Gemini 59 reports Car 108 off in one of the forest ditches, although the crew are both thankfully OK. A couple of minutes later and Car 110 is reported by Swift 39 as not having got as far as his location at Junction 11. I commence a search through the stage only for one of the crew members to suddenly appear at the start, having walked from the Car which is off and in a less than ideal position at Junction 2. As I make the 'safety' call into Control there is then absolute radio silence and no response at all from them. After several attempts and no response I confer with the Stage Commander and it's decided to send Atlas Recovery quickly into the stage to drag the stricken car off the stage and back through the start line. Inside five minutes the job is completed, and we can restart the stage, but still no Control ?. After a few minutes Tony as the back-up Gemini Control comes on the air and we have comms of a sort re-established and get on with completing the first group of cars into the stage.

With all of the cars accounted for, 19 in and 17 out, it's all but a short gap before the main field starts with Car 5 at 09:41. Les is still unresponsive on 81 so I carry on the relay via the highband frequency and we get on with the running of the stage. Car 4 is immediately reported as missing in stage and after somewhat of a prolonged search is finally located around Junction 14/15, in another ditch, but all OK. As the start line begins to cut up rather badly I can only imagine what the rest of the stage must be like. Next to hit trouble is a shout by Gemini 20 who can see a car off in the distance around Junction 10, which eventually proves to be Car 60 stationary and going nowhere. Our third victim of the treacherous conditions is Car 48, who falls off around the same location as Car 110 previously at Junction 2. After a break of nearly fifty minutes Furness Control is back on the airwaves after an apparent power generation failure.

With Control back up and running I get a little respite, but continue the link to the Stop Line and negative tracking, alongside my start radio duties. Car 64 is next to hit trouble out at Junction 13 and then Car 71 is reported by Les as being off at the Flying Finish. Out of the 62 starters in the main field for this first run, 57 more or less make it to the stop line. With the course closer MIA, we improvise and an interim safety car from the start closes this first run through Greystoke. Atlas Recovery then have the mammoth task of recovering the seven, sorry six cars in stage as we have already recovered 110 back through the start.



Continued on Page 43

Pause, time to draw breath and empty that pressing bladder, as we enter the break before the second run of Greystoke as SS7 the final stage of the day. As Atlas get on with the multiple recoveries, we manage to get Lake 3 Recovery to assist, before they take over as the recovery unit for the stage. Furness Control then advise of a delay to the proceedings due to an incident in Grizedale and with the Stage Commander we set about organising the necessary and likely interim safety car requirements. First car is likely to be circa 20 minutes late, with a further gap between the two fields.



Eventually the major safety cars begin entering SS7 just before two o'clock and by quarter past we have the first of the 100 field into the stage. Despite the by now appalling conditions, the remaining sixteen cars are into and out of the stage almost in the blink of an eye. Due to the previous delay in Grizedale, we send our Interim Safety Car with beacons and a PA system into the stage to warn everyone of the delay before the main field. In the end the first car of the main field, Car 5 enters the stage at 15:26 and the action is back underway.

The first car to hit problems is Car 51 who falls off the stage at Junction 2, not much after the start. In a repeat of our earlier actions, he is pushed back WD through the start line to clear the stage in a matter of a couple of minutes and the action is back underway, as I continue to link with Les on the Stop Line. Lion 19 then comes over the air to report that Car 30 is off and OK after Junction 9, with Furness Control confirming an 'OK' button has been pressed on the tracking system under test. Hardly have we all begun to relax and a very weak, signal rather than crew, from Lowbox 29 reports that Car 34 has retired at Junction 13. This is a stage that just keeps on giving and next there is a shout that Car 47 is off at Junction 10, but OK. With a total of 51 cars in, Les reports via the highband that 47 are clear at the Stop Line at just after half past four. The closing convoy then enters, and Lake 3 Recovery begin the onerous task of completing the outstanding recoveries in stage. For me its finally a chance to stand down after a somewhat more hectic and complicated day than I expected, but the Gemini team pulled together and both stages were successfully completed.

I had hoped to move on the following week to the North West Stages but as we all know this was cancelled, along subsequently with all motorsport as a result of the COVID-19 global pandemic. As someone who works in the NHS can I please just say, keep safe and look after those near and dear to you and don't forget those friends, family members and elderly neighbours who might just need a little of our help as we enter the uncharted waters ahead.

Ian Davies : Gemini 23 / motorsport UK Radio Controller.

Legend Fires North West Stages Date

After careful consideration the event management team has come to the decision that the next Legend Fires North West Stages will take place in March 2021.

When the 2020 event was first postponed the organisers gave serious thought to identifying a date in September / October 2020. Despite a very congested calendar there appeared to be one possible option in mid-October. However, at this point in time, we do not feel that the logistics of organising an event in that timescale make this a tenable proposition and so the 2020 Legend Fires North West Stages is now cancelled.

As organisers we are not only required to follow the legal closed road application timetable, but we would also need to be re-starting the resident consultation process in the next month which would not follow the current social distancing guidelines and we should be attending council meetings which we assume will be suspended for the foreseeable future. Also, and most significantly, if we ran an event in October 2020, we would not have the time or resource to run another event in March 2021 and so would risk losing our anniversary date.


We also had to consider the re-scheduling of other rallies for the rest of the year. No one knows how long these restrictions will go on for, which events will still run and whether championships will continue for 2020, hence the final decision to abandon thoughts of running the event in 2020.

We understand that this will be a disappointment to some of the organising team, competitors, sponsors and spectators, but we have to be pragmatic and look at the long-term future of our event. When organisation of the 2020 event started, no one could have predicted the dire situation we find ourselves in and the knock-on effect that this virus is having on all parts of our lives, including all sporting events.

In order to protect the event financially we made the tough decision to postpone in advance of any Government or Motorsport UK directive. It is now clear that it was absolutely the right decision.

The last couple of weeks have been a challenging time for the organising team and we would like to thank the many people who have supported the difficult decisions we have had to make.

The First of March and I am at Three Sisters for Warrington & DMCs Questmead Stages. Steve & Tracey Smith are the start on the first run of each stage with Colin Creswell and myself on the start of the second run. No problems as such but the arrival control seemed to hold onto competitors for longer than necessary - or so it seemed from our stage start - might have been something that we were unaware of but every minute you drop just cannot be pulled back and the last stage got cancelled because time was running out. At least the weather was an improvement on the previous few weeks. The problem with running Stage Start (or Flying Finish or Stop Line) is that you never seem to have time to watch rally cars.

Seems that I have offended Sue Saunders at MSUK with one of the jokes in the March edition. Got an email saying she enjoyed 'reading' spotlight' but was less than impressed with that one joke. Sorry Sue. 

Can anyone guess which joke it was - Answers on the back of a £10 note please.

Friday the 5th and I make up my 'Snap' bag for the Malcolm Wilson Rally, I pack the car and get an early night. I wake at 10pm (ish) and realise that I am going to be a week early. So I cancel the 5:30 alarm and when eventually I do climb out of my pit I have my 'Malcolm Wilson Rally' sandwiches for breakfast and lunch. At least I hadn't trailed all the up to Greystoke before realizing my mistake (Very Senior Moment!)

Friday the 12th and I once again make up my Snap Bag for the Malcolm Wilson Rally, but the big news is the cancellation of the Legend Fires North West Stages (or it might just be a postponement but I think its not going to run this year which is a crying shame). So Saturday comes and I drive up to Greystoke. Signing - On opens at 6:45 and I arrive at 6:48 to find the gates locked. Hang around until 7:15 and nobody else has turned up - so I check the instructions. I have gone to the entry point used on the Greystoke Stages Rally but not the entry point for the Malcolm Wilson. Another Senior moment!!! Too many of these recently! Hotfoot it to the real entrance and get there with only moments to spare. Sign On and make my way to Junc 5. The only drama of the day for us at Junc 5 was on Stage 4 (first run of Greystoke) when car 108 overcooked it on the 45⁰ left before Junc 5 and then had a tank slapper before putting it off into a deep ditch. There was no way car 108 was coming out of the ditch without a tow. The weather was mixed - Light rain, then heavier rain and a very rare 10minutes dry spell - Normal Lake District Weather.

Dave Thomas (ANWCC all round good egg - he does everything) produces a set of statistics for ANWCC. I am probably the only person who reads them (other than Dave). Fascinating stuff but also a bit depressing - the number of competitors doing Road Rallies (Proper stuff not these new fangled Targa thingies) is decreasing at an alarming rate. Road Rallying is the best value for money motorsport available with more 'smiles per mile' than anything else (but I am a little biased). I have nothing against Targas - been doing them and Classics since 2012. I know it's getting to be a bit of a theme of mine - Some Targas are nothing more than an Autotest for Rally Cars without the benefit of being able to 'walk' the test in advance but if I wanted to do Autotests then I would enter an Autotest !

Covid - 19 Virus is bringing everything to a standstill. I am just guessing but I rather think that next months edition will be full of nothing but cancellations and postponements of even more events with maybe an occasional request for toilet rolls. If there are no events there will be no reports, which then leaves only updates of championships ???? and adverts for events that might not happen - we have already had the ban on permits extended to the end of June that could easily be extended until the end of 2020.

Oh Woe is Me - Thrice Woe - All Doom, Gloom and Despondency!

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



Sorry...



Coronavirus

There really isn't another story currently. I'm typing this on March 15th so whatever I say will have been completely overtaken by events before anyone reads it. Already we've seen the F1 season abandoned probably until June at the earliest. The day after organisers announced the Geneva Motor Show was going ahead they announced it wasn't to the fury of manufacturers who lost a fortune as a result. Rally Mexico has been shortened, Rally Argentina postponed and future WRC rounds are in severe doubt. Ferrari are closing both their F1 and road car production departments for at least two weeks.

The virus started in China of course and the effect on the industry there has been dramatic. China is now the World's largest car market (or was until Coronavirus arrived). In February 80% of Chinese car dealers were closed and the remaining 20% did little business with new car sales 92% down on February 2019. Now 80% of the showrooms are open but mainly with skeleton staff and doing little business. This is really hurting manufacturers already reeling for reducing sales in many markets (like the UK) and the vast investments required for the development of electric and self-driving cars.

Now the same virtual stop in car sales is happening in Italy, Spain and to an extent France. Whilst in the UK we don't (yet?) have the draconian rules being imposed in other countries the industry is feeling the pain already. March is the most important new car sales month of the year in the UK (see below) and dealers already report showroom traffic dropping. I was talking to a Nissan dealer a few days ago who had a healthy number of cars sold for March in advance and having been very short of attractive used car stock so far this year was much looking forward to the part exchanges against new deliveries arriving. Now he says he's got the cars but few customers and so is running out of space to store them. With this situation looking like it will go on for months yet manufacturers and dealers face a very difficult time and amongst the dealers at least there will sadly be casualties. As there will be in many other industries of course, particularly travel and hospitality.

Ford To Cut Almost Half Its UK Dealers

My regular reader may recall that a long time, maybe about 2 years, ago I wrote the Ford couldn't carry on with the number of dealers they had. Reason being that over the last 35 years Ford's share of UK new car sales has dropped from around 33% to around 10%. Although the market has increased over that period it still means that Ford dealer who in the 1980s shared around 500,000 new car sales now share around 200,000 so in simple terms there just isn't enough cake to go around.

Over time Ford have allowed the number of sales points to reduce by natural wastage from a peak of around 650 dealers to around 400. Now they have announced that they will accelerate the process and by 2025 will have around 220 sales dealers so about 180 will go. Of course Ford are not alone. Two years ago Vauxhall announced they would reduce the number of dealers by about a third and these cuts will come into effect in the next few months. Honda are doing similar.

To the end of February this year the average Ford dealer sold 60 new cars. VW have similar total sales but less dealers so their average dealer sold just over 100 new cars. Top performer was Mercedes where the average was 136 cars per dealer. Audi and BMW also topped 100.

Ford have said their aim is that over 90% of UK customers will be no more than 30 minutes drive time away from a Ford sales point. It is the smaller dealers who will go so if your local Ford dealer is a small one and less than 30 minutes drive from a big one it's a good bet that small dealer won't be selling new Fords for much longer. Ford hope these smaller dealers will stay on as service dealers but the general reaction from the dealers so far is only if the deal on the table for the Service Franchise is significantly improved.

With all the problems facing the industry I can't help wondering for how much longer Ford will be making and selling cars in Europe. General Motors sold out to PSA and seem happy with the outcome. Ford are moving closer to VW and I could envisage VW taking over Ford's European car business and Ford adding VW's van business to their own which is already very successful. Which would mean less dealers again of course?

At Least PSA Are Happy Or Were Until Coronavirus Arrived

PSA which is Peugeot, Citroen, Vauxhall, Opel and currently merging also with Fiat Chrysler recently announced record financial results for 2019. Vauxhall Opel came into profit in 2018 after 20 consecutive years of massive losses under General Motors and results improved further in 2019. PSA say they are now “Eager to enter a new era with the projected merger with Fiat Chrysler”. Of course that’s what they were saying a few weeks ago, things may have changed!

But Renault and Nissan Aren’t

In complete contrast Renault announced a loss for 2019, their first for 10 years. The figure was a negative of 141 Million Euros against a profit of 3.3 BILLION in 2018. Renault blamed the fall in demand for diesels in Europe and falling sales in China. They also said they expected 2020 to be no better, and again that was before the virus hit. Nissan remain in profit but report they are 74% down on 2018.

For UK Dealers It All Hangs On March

In the UK March is by far the biggest new car sales month with the arrival this year of the new 20 registration plate. So a good performance in March is vital for new car dealers, have a bad March and you pretty well guarantee a bad year. Some come into the month licking wounds from January and February. Alfa Romeo are 23% down against last year, Citroen -15%, Hyundai – 23%, Mazda – 39%, Mitsubishi -43%, Renault -32%, Subaru – 68%, and Suzuki -63%. Ford although only 8% down won’t have enjoyed being beaten by VW in February.

It’s a very rough number but if a dealer targets to sell 100 new cars in the month of March they would normally expect to have around 50 order “in the bank” by end February and sell the other 50 during March itself. And that’s the 50 that are in danger at least in part from the arrival of the virus. Will the British public “Keep Calm & Carry On”? Reports are mixed so far. I really hope for my many dealer friends that the damage isn’t too great. It’s ironic that just when we got over the uncertainties of Brexit and the Election this dreadful situation arrived.

More Details Emerge From Aston Martin

The rescue plan for Aston has changed a little (!) in the last few days. Because of the market volatility caused by Coronavirus the issue price for the new shares has been slashed by 86% from £2.07 to 30p! The total amount to be raised has increased from £500M to £536M. The consortium led by Lawrence Stroll will now end up with a 25% share rather than 16.7%. They have also agreed to increase the short term loan they are making to the company from £55.5M to £75.5M to give Aston breathing space until sales of their new SUV start helping out.

Mr. Stroll will take over as Chairman as soon as the paperwork is all complete and he obviously intends this to be a “hand on” role. For many years he’s been the Ferrari importer for Canada so doesn’t lack experience and wants Aston to be the British Ferrari”. They are to stop building unsold cars which they then have to discount to sell so production of sports cars will reduce but margins will increase. Aston acknowledge they have some pain, considerable pain, to come to move the current “excess” stock so if you’re looking for a bargain new Aston Martin sports car now’s the time!

Jaguar Plan For A Brighter Future

Jaguar have not had a good time recently. Last year they sold 161000 cars globally which was almost 11% down on 2018. This is a tiny number when compared to the likes of BMW and Mercedes meaning Jag can’t achieve the economies of scale needed to compete on price with their German rivals. Saloons are Jaguar’s big problem. The XF achieved 50% of the 2018 sales at 15000 units (a tiny number) and the smaller XE was 15% down at 26000 units. Even their best seller the F-Pace was 14% down.

Coming soon is a new XJ to be pure electric and in addition there will be a flagship SUV to be called J-Pace, again pure electric. The electric I-Pace will continue for a few years more it is thought. The F-Pace is due a major facelift soon as well, which is important as it’s easily Jaguar’s top seller at 48500 units last year. F Type sports car sold only just over 7000 last year.

So while Jaguar are greatly looking forward to the new electric flagships and facelifted F-Pace they are left to wrestle with the problems of what to do about XE, XF, & F-Type. Can anyone imagine a Jaguar range without saloons and a sports car? You might have to get used to it.

Continued on Page 47

Dealers Rate Their Manufacturers

Every year the National Franchised Dealers Association (NFDA) carries out a survey of the manufacturers they represent, and the results for last year have just been published. The relationship between manufacturer and dealer is a complex one. All both want to do is in the end make money. For the manufacturer he wants the dealers to sell lots of cars but also represent his “brand” properly which includes lots of things like facilities, staff and marketing to name but a few. The dealer wants the manufacturer to supply cars that people want to buy, promote them properly and price them so the dealer can sell lots at a profit. Obviously there’s lots of room for conflict. In days gone by Ford used to proudly refer to themselves and their dealers as “The Ford Family”. Dealers were often heard to mutter under the breath that there was far too much incest in this particular family!

The NFDA asked dealers to answer 53 questions covering all aspects of the relationship with their manufacturers. Top score went to Lexus who got 9.4 out of 10. They were closely followed by Mercedes on 9.2 then Toyota and Kia tying for 3rd on 8.9.

Manufacturers at the other end of the scale were Hyundai on 3.2 out of 10 (!), Alfa Romeo scored 3.4, Abarth 3.8 and Jeep 3.9.

Mercedes, Toyota, and Jaguar did much better than last year, Suzuki, Mazda, Mitsubishi, Land Rover, Ford and Vauxhall much worse. The last two of course are in the process of dramatically reducing their dealer networks so will no doubt have some very unhappy dealers – turkeys don’t celebrate Christmas after all!

Coventry Urges Motorists to Scrap Cars

If there is an historic centre of the British motor industry it is no doubt the West Midlands and Coventry in particular. I was therefore a bit surprised when Transport for West Midlands announced that they would be offering Coventry motorists £3000 not to help upgrade to a cleaner car but to give up having a car entirely! The £3000 can then be used for car sharing or public transport journeys. What Jaguar Land Rover who must pay a fortune in Business Rates in the West Midlands every year think has not been made public, probably because it’s not printable?

Electric Car Sales Rise In Europe

There is no doubt Europe is adopting electric cars more quickly than the UK. In January 13% of cars sold in Europe were Electric or Hybrid. In the UK the figure was 11%. However there are vast differences between different markets. In Norway 77% of cars are Electric or Hybrid, Sweden 38% and Finland 28%. Germany, Spain and Italy come in behind the UK. Different tax treatments in different markets have a lot to do with this.

However in spite of all this in 2019 Europe’s CO2 emissions from car rose for the third consecutive year. Reasons are the fall in diesel sales (diesels produce less CO2 than petrols) and the continuing increase in sales of SUVs which because of their greater size and consequent weight and poorer aerodynamics inevitably produce more emissions.

However in the UK concern remains about the lack of charging points and now the cost of some of these. If you charge a Nissan Leaf at home overnight it will cost you around £2.67 for the power to take you 100 miles. If you charge at a public recharging point this will cost you an average of almost £10 with the highest cost from Ionity being £23! Ionity is a joint venture between Ford, VW and Mercedes by the way.

Paul Gilligan



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



Nick Bloxham and Niall Frost in the former Mk1 Escort Mexico were clear winners of the 2020 Tour of Cheshire after a convincing all-round performance. Nick, the son of former 1969 MN champion driver John Bloxham, was described by Niall as rather scary to sit beside on the tests! Niall for his part only competed on the Tour of Cheshire for the first time 4 years ago, so to become the winning navigator and lift the heavyweight trophy was a personal achievement. They were lucky to even start after a last minute brake problem saw them drop their seeding of 7 and run late down the field at number 77.

The rally, which this year was the second round of the HRCR Clubmans Rally championship, ran with usual Clerk of the Course Mike Harrison away with wife Lorna in New Zealand competing on the ERA rally, so Graham Raeburn ably took over the pre-event preparations and led the team running the event on the day.

Friday saw scrutineering at the excellent facilities at Reaseheath College, with the rally starting early on the Saturday morning with bacon and sausage butties at the Bickerton Poacher. Following some changes to venues (notably the loss of Bolesworth Estate), this year the competitive territory moved further East, and included tests on the slippery but highly entertaining Oulton Park rally circuit, at Radbroke Hall (also known as Barclays HQ), Booths Hall, Hulme Barns Farm and a short test at the Cheshire Showground in Tabley immediately after a very entertaining off-road regularity. The regularities were all pre-plot and covered various types of navigation formats - London Map, grid squares / grid lines, spot heights, yBB,BYB,BBy,yyy type instructions, an easy circular herringbone, as well as a sting-in-the-tail not intended to be plotted tulip Jogularity that included a NAM section around Walk Mill. Several navigators had however plotted this onto the map and worked it out in terms of traditional speed changes, though whether this made it any easier is debateable! The NAM section did catch out a large percentage of crews with either a missed control, wrong direction or major time loss.

Following the winners home were the two 911's of Howard Warren / Iain Tullie and for many the pre-event favourites Paul Crosby / Ali Procter, split by the smallest margin of one second. Fastest on tests were the overall winners, and best on regularities (and winners of the Nigel Raeburn Award for Navigational Excellence) were the 4th overall placed crew of Ian Crammond and Knutsford DMC's Matthew Vokes in the big blue Merc 280 SL.

The Beginners Award in particular was extremely closely fought, with David Blackhurst (of Blackhurst Garage, Whitchurch fame) / Bob Lyell in the Cortina GT beating the ever smiling Angelo and Sara Apa in the TR6 on a tie-break – the latter had only taken delivery of their completely rebuilt car earlier in the week and were on their first ever HRCR historic rally.

Thanks go to all involved with the organisation - an excellent event, well-paced, slickly organised, smooth tests, and sensibly timed regularities. Plus as usual it was very well marshalled, including the regular turn out of old rallying heroes from Ecurie Cod Fillet.



Photos Courtesy of Tony North



*Photos Courtesy of
Carl Gray Photography*

The Mull Classic and Targa Rally this year was held for the first time in March after the successful re-start of the Mull Stages Rally last October meant that it was not held last year. Our preparation for the event started some 4 weeks before with the fitting of a new Quaife helical diff to the old Pug followed by some fettling, all of which was planned to be finished no later than a week before our departure date for the rally. As it seems with most things, it did not all go according to plan as various other things occurred including finding out the new brake pads I'd bought were made of cheese, the passenger window mechanism failing, the trip sensor failing and then on the day before we left, smoke coming out from behind the instrument panel as a resistor decided that it was time to depart this world. It was with great trepidation, therefore, that we set off for Mull on the Thursday morning wondering what else would decide to fail and whether we would get round or not. The trip up was fairly uneventful and the rain started north of Glasgow so that by the time we got to Oban it was raining hard as usual. At least the ferry was running, as there had been some cancellations the day before and by 3 pm we were in the car park of the Isle of Mull Hotel at Craignuire using a short break in the rain to unload the trailer, park up the Pug and take the trailer to the rugby club for parking.

Friday dawned with a clear blue sky, something we have never seen before on Mull, and the morning was spent having a look round, totalling a tyre on one of the narrow roads which required the purchase of a new one in Tobermory, a nice bit of lunch having a chat with one of the other crews and a return to the hotel to take the car out to check the measured mile. So, out we go and find out right away that the trip doesn't work – again!!! Back to the car park, jacked up the car and spent the next 2½ hours finding out that one of the locknuts on the sensor had come off and the sensor had dropped down. As I had no spare I managed, in the end, to fix it in using a small hose clip, a washer and the remaining nut and got it to work just in time to get down to scrutineering at 5-30. I had no idea how long it would last but at least we got the car scrutineered and it lasted long enough for us to set the measured mile before heading off for something to eat.

Saturday morning dawned and the Mull weather was back in more familiar territory with a light drizzle coming down from the heavily overcast skies. An early breakfast followed by a trip down the road to re-familiarise ourselves with regularity method and then back to the hotel to wait our turn to go up to the start.

Continued on Page 50

We arrived at the start as the rain began to fall harder, but despite this, the marshals were still as cheerful as ever. Start time came and we were waved off, everything seemed to be working as we set off down the road to Test 1 at Garmony by the rugby club. A straightforward run up a mixed surface with a couple of right hand chicanes and a downhill, wet finish to negotiate and we were over it. We're always pleased to get the first test over with and were surprised to have bogied it as well, so not a bad start. A short run up the road to the right turn down to the Fishnish ferry took us down to the entrance to Test 2, Balmeanach 1. This was a forest road of rough gravel which was quite slippery off the start. It went downhill with a few bends to the first manoeuvre which was a left of cone 90 right. Unfortunately the car in front, Chris Warden and Ian Mills in a Fiesta Zetec S, had slid off and blocked the way. If we'd have tried to stop I think we would have pushed them in further so I had to cut the junction. There followed a longish stretch with a couple of chicanes and some entertaining grip variation followed by a code board until we went through a gate to perform a clockwise 360 around a cone, followed by a "stop astride". A slippery restart followed by the final code board before a downhill run to the finish, trying to avoid sliding through on the wet gravel. Our finish time of 3:16 seemed quite reasonable at the time, it was only later when we saw Andy Beaumont and Andrew Fish had done it in 2:45 for an FTD we realised just how much quicker they are.

We then, pretty much, just crossed the road for Test 3, Totem Pole 1, another gravel track with a deep rutted start line making it a bit of a fight for grip to get going. A long right hander was followed by a stop box, which we were probably a bit too cautious about, then a continuing right bend to a left chicane which was very greasy resulting in some interesting handling on exit. A code board followed, some distance down the track, which was well placed to slow cars down before entering the final left chicane which was very slippery and had a green post on the left on exit which very nearly became firewood! A brief run then down to the finish resulting in a 1:39 which was middling, whilst being quite in awe of the 1:21 recorded by "Flying" Fraser Hughes and Peter Macinnes in their MX5 with the roof down as per 2018, enjoying the rain.

A short run further down the track took us in to Test 4, Fishnish Timber Yard 1, where we bogged down a bit at the start on the loose, deeply rutted gravel, went left through a tightish gate to do a 360 loop around a couple of cones, followed by a right turn into a 360 clockwise round a cone to return back through the tight gate for a 90 right and a sweeping right to the finish. Fortunately the surface was nice and greasy and the handbrake seemed to work quite well for us. Andy Fish was again superb in the Rapier with the only sub minute time of 54 secs which put them in a commanding lead of 21 secs over Duncan Cameron and Gary Ross in a 205 Rallye at the first card collection at the Salen Hotel.

From Salen we headed towards Tobermory to get to Test 5, Chapel Road 1 from the Aros Forestry Office. This was a cracking test in 2018 and was again this year. The wet conditions making the grip interesting on this gravel test. A fast start to a 45 right through a gate led to an uphill run to a tight right of cone 90 left through a gate. Downhill to a flick left of a cone to a right of cone 90 left to go down once more to have to slow for a code board before the final, tightish, left of cone 360 before the run to the finish. A truly enjoyable test with some exiting moments. A short run down the track from the finish brought us in to Test 6, Glen Aros 1, again on gravel, a bit slippery off the start to pass a CB then a clockwise 360 loop around a couple of cones on the right down to a tight 360 around a cone before a nice left over a bridge, which looked a lot narrower than what it was, to then go uphill in a sweeping right and through a chicane before a loose 90 left to the finish. Another thoroughly enjoyable and testing test.

Out of test we had a few miles down the road towards Dervaig to catch our breath before having once more to turn on to the gravel and head in to the trees to find the start of Test 7, Aintuim 1, which was 1.22 miles but was being run as a regularity with a secret ITC. The first 0.67 miles was at 30 mph and got us to the ITC, then a run out at 25 mph got us to the finish. Maggy is no fan of any sort of regularity but we got through it with only an 8 second penalty which was equal 7th for the test and was probably our best performance of the day so far! Out of test and a good run down alongside River Bellart got us to Dervaig to turn left across the top of the loch to the start of regularity 1.

The regularity took us all round the coast, past Calgary bay, down through Ensay and Kilninian to turn left at Achleck to head back towards Dervaig. This is a wonderfully scenic route but the roads are very twisty and narrow with a multitude of blind crests and the possibility of meeting oncoming traffic at any time and having to give way in a passing spot, or worse still, have to reverse to let them past. Unfortunately we met a local just before ITC 1.2, in sight of the control and had no option but to pull over and wait for them to come up past us in what seemed to take forever. We lost some time and had no distance to recover it, but that's how it goes sometimes.

The rest of the regularity went all right but trying to keep up the average speeds on those roads is quite testing if you lose a bit of time as there are not too many places where you can crack on. Reg 1 lasted for 14.98 miles and we were ready for a little break at the end of it but, it was followed immediately by Reg 2 on a gravel road which was not on the map! Unfortunately we messed up the start and got the clock out with the trip and had to try and compensate until reaching ITC 2.1. However, the whole distance was to be covered at 25 mph so at least we didn't have any speed changes to deal with. However, the terrain and surfaces did present their own challenges. We reached the end of it and then at least were able to enjoy the run out which was good fun without the 25 mph restriction. On reaching the road we turned right towards Salen and headed to the Salen Hotel for the lunch stop, usual car check and some good crack.

The lunch break saw Andy and Andrew in the Rapier, increase their lead to 43 seconds over the second placed crew which had now become Craig Wallace and Clifford Auld in a Corolla G6R. Ian Buchanan and Gemma Conroy in an Impreza were in third a further 11 seconds back and we had moved in to 14th spot at 2:18 behind the leaders.

The afternoon session started with a break in the rain which soon started up again and became heavier as the afternoon progressed. After lunch we headed up to Glen Aros Forestry office again for Test 8, Chapel Road 2, a repeat of the morning's Test 5 but a slide past the code board cost us a few seconds and we ended up 2 seconds slower than in the morning, so not the best of starts. Test 9, Glen Aros 2 repeated Test 6 with more water, but we ended up 3 seconds quicker so that helped to make up some of the loss on the previous test. Test 10 repeated Test 7 and was again run as a regularity. We managed 6 seconds penalty which made us 6th on the test which was our best performance of the day, despite Maggy's total dislike for this type of test.

There followed another run down to Dervaig for the start of the final regularity. This started by the Heritage Centre on the Dervaig to Achleck road and went down the yellow in the opposite direction to the morning's regularity. We were unlucky to meet what appeared to be a somewhat disgruntled individual in a 4x4 pick up, who, despite being able to pull over on a hairpin and let us past, came down the hill forcing us to stop and then gesturing us to reverse. It wouldn't have been so bad but there was nowhere to reverse to that was any wider. After some seconds moving back and trying not to slip off the edge of the tarmac and ruin a tyre I managed to get over enough for him to quite happily then drive off his edge of the road to get by. Hopefully we made his day a little brighter, fortunately his behaviour was the exception to the wonderful reception we usually get on Mull. His actions really screwed us up getting the ITC 3.1 and had Maggy in a bit of a paddy which caused more problems on the stretch down to ITC 3.2. Fortunately by the time we got to 3.2 we were resigned to the situation and normal service was resumed until we got to the finish. Despite the problems we ended up with 33s penalty and 16th for the section so although it was disappointing it was not a disaster.

Back to the Salen hotel for TCC3 and then to Fishnish for the Tests 11, 12 and 13 which were repeats of 2, 3 and 4 from the morning. By now it was raining in true Mull style. The marshals were doing a fantastic job in the circumstances and their humour was still as strong as it had been all day. Test 11 saw us manage a more respectable 3:05 which was 11th fastest and better than our morning run. Test 12 saw a 5 second improvement on the morning's run although a slide past the CB again cost us a little time. Test 13 was a second better than the morning's run had been so we had been getting a little quicker through the day. The final run up Garmony for Test 14 as a reverse of Test 1 saw us a second slower but I think this was probably due to the uphill start as several crews seemed to go back by a similar amount. By now the weather was awful so we made our way back to MTC 4 at the Isle of Mull Hotel, where it was raining so hard I drove the car up to the door so Maggy could get out without getting soaked.

Well that was it then, all the fun was over for another year with the only thing left being the results. Later in the evening when these were eventually finalised it emerged that Andy Beaumont and Andrew Fish in the Rapier had held on to their first place with an excellent drive by Fraser Hughes putting him and Peter Macinnes in the MX5 in second place only 23 seconds behind, despite having to stop and re-fix an errant engine sensor with some baler twine (but at least it was a permanent fix as they used the orange stuff). Third place was taken by Craig Wallace and Clifford Auld in the Corolla G6R with fourth going to the Northern Irish pairing of Michael Reid and John Lindsay in the Midget. We ended up 16th overall and 5th in our class which we were pleased with after what had been a really enjoyable event in spite of a few "stressful" moments.

The day was rounded off with a grand dinner for the Mull Car Club's annual presentations which was enjoyed by around 120 people, none of whom appeared to cough or sneeze all evening, possibly due to the copious amounts of pop that was being consumed.

All in all a great event and a big thank you to all involved in the organising and on the day and we're really grateful to have been able to do it in the light of recent developments.

Geoff and Maggy Bateman – West Cumbria Motorsport Club, Saltire Rally Club (amongst others)



NESCRO

Historic Motorsport In
The North Of England & Scotland



2020 Calendar & Challenge Rounds

Date	Event	Organising Club
May 2/3 rd	Berwick Classic & Targa	Cancelled
May 24 th	William Patterson Targa	Cancelled
June 7 th	Rallye East Yorkshire	Cancelled
June 28 th	Lake District Classic & Targa	Cancelled
July 19 th	Northern Dales Classic & Targa	Suspended
August 16 th	Blue Streak Classic & Targa	Spadeadam MC
September 6 th	Wearside Targa & Classic	Durham AC
September 20 th	Doonhamer Classic & Targa	South of Scotland CC
October 18 th	Solway Targa & Classic	Wigton MC
November 15 th	Saltire Classic & Targa	Saltire RC
November 29 th	Solway Coast Targa	Solway Car Club

*Possible addition event to add to the Challenge shown Below :
Awaiting Confirmation and with the Corona Virus others may be cancelled*

October 25th	Tynemouth Historic & Classic	Tynemouth MC
--------------------------------	---	---------------------

There could be 13 Historics & 14 Targa events. There could also be some date clashes.
Bob Hargreaves is proposing that the Historics have 7 Rounds to count
and that Targas have 8 Rounds to count (1 over half)

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



NESCRO



Historic Motorsport In
The North Of England & Scotland

2020 Challenge Positions

Following the Mull Classic & Targa

Only showing the Top 10

NESCRO 2019 Historic Driver's Challenge

Pos	Driver	pts
1	Andy Beaumont	98.9
2	Michael Re4id	87.8
3	Richard Wardle	75.7
4	Malcolm Davey	65.6
5	Duncan Cameron	54.4
6	Peter Tindall	43.3
7	Nicki Robertson	32.2
8	Guy Waddington	21.1
9	Tim Green	10.0
10	Colvin Howie	5.0

NESCRO 2019 Targa Driver's Challenge

Pos	Driver	pts
1	Fraser Hughes	106.2
2	Craig Wallace	102.3
3	Ryan Hay	98.58
4	Ian Buchanan	94.6
5	Allan Patterson	90.8
6	Ian Rae	86.9
7	Andrew Tongue	83.1
8	Jamie Stewart	79.2
9	Keith Robathan	75.4
10	Liam Charleton	71.5

NESCRO 2019 Historic Navigators Challenge

Pos	Navigator	pts
1	Andrew Fish	98.9
2	John Lindsay	87.8
3	Jonathon Mounsey	76.7
4	Paul Slingsby	65.6
5	Gary Ross	54.4
6	David Smith	43.3
7	Mark Linton	32.2
8	Tim Waddington	21.1
9	Melanie Green	10.0
10	Pam Howie	5.0

NESCRO 2019 Targa Navigators Challenge

Pos	Navigator	pts
1	Peter MacInnes	106.2
2	Clifford Auld	102.3
3	Niall Thomas	98.5
4	Gemma Conroy	94.6
5	Bob Shearer	90.8
6	Muriel Rae	86.9
7	Emma Steeley	83.6
8	Simon Bailey	79.2
9	Robin Nicolson	75.4
10	L8uke Tait	71.5





Council decide the winners of our National awards based on regional nominations. The nominations for the Marshal of the Year were also sent to Motorsport UK and although no member of BMMC won the accolade they were all recognised for their achievements.

Congratulations to our worthy winners this year of our National awards are as follows:

- David Leslie Cadet Marshal of the Year – Oliver Anslow (Mids Region)
- John Nicol New Marshal of the Year – Matt Edwards (NW Region)
- Barrie Williams Marshal of the Year – Bob Sketchley (SM Region)

It is worth noting that the trophies are all named after special individuals who have supported our club over some time. More details will follow on our website in due course for everyone to understand some of our history. However Council wanted to recognise the partners of these gentlemen and their ongoing support of the club.

We are therefore delighted to say that the following have accepted Honorary membership of the club:

- Jane Leslie
- Debs Nicol
- Kathryn Marshall

Furthermore Sally Bamber has been added to our list of Honorary members. With copyright to the "Heroes" design being granted to the club it is only right that we recognise Jim's unstinting support of the club and respect of marshals.

And last but not least Herbie Blash has advised he is unable to devote as much time to the club and consequently has stepped down as a Vice President - we've made him an Honorary member in recognition of his many years of support too.

With training days taking place around the country – I was at Oulton and Bedford and going to Anglesey at the weekend for a joint rally and race training day - it's great to see so many members brushing up on their skills or learning new ones. Some great input from participants to feedback to trainers on what you are really wanting to learn too!

We took the opportunity to clear out our marshalling cupboard at home during one of our recent stormy weekends. Thankfully nothing there that shouldn't be (mouldy sandwiches, rotten bananas!) but good to check what we've got and what may need replacing through the season. Don't forget your entitlement to subsidies through the club if your kit is in need of replacement. I even purchased a new BMMC umbrella at training day (great addition to the catalogue Eric!)

My calendar is full to bursting for the year – including a family wedding, birthdays and anniversaries to celebrate – hoping to make it to a couple of different venues this year too. Hope you are planning yours and using the volunteering system to see what's on. Remember - please only volunteer for an event once otherwise the Chief Marshals may think there are more volunteers than there are. And equally please let them know if your plans change and you can't make it.



ANWCC CALENDAR 2020

Due to the coronavirus outbreak many events will not be happening as planned.

Suspended means permits withdrawn per Motorsport UK message 17 March.

Postponed means organisers are looking for another date.

Cancelled means event will not happen this year.

Listing constantly updated as new information is received – latest date is below

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

CHAMPIONSHIP EVENTS

STAGE RALLY (* closed road)

Feb 22	Ormsco Stages	Manx AS
Mar 1	Lee Holland	Pendle DMC & G&P
Mar 1	Questmead	Warrington & DMC
Apr 5	Lookout	Suspended Trackrod MC
Apr 11	Tour of Epynt	Suspended Port Talbot MC
Apr 12	Warcop	Cancelled North Humberside MC
Apr 19	SMC Stages	Postponed Stockport 061 MC
May 10	CompBrake	Postponed Wigan & DMC
May 10	Toyota Harlech	Cancelled Harlech & DMC
May 15/16	Manx/Chris Kelly *	Postponed Manx AS
May 24	John Overend	Suspended N Humberside MC
Jun 14	Keith Frecker	Suspended B'pool S Shore MC
Jul 5	Enville	Cancelled 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 14/15	Glyn Memorial	Caerns & Anglesey MC
Nov 22	Cadwell	North Humberside MC

NORTH WALES STAGE RALLY CHALLENGE

Mar 1	Lee Holland	Pendle DMC & G&P
Apr 19	SMC Stages	Postponed Stockport 061 MC
May 10	Toyota Harlech	Cancelled Harlech & DMC
Jul 5	Enville	Cancelled Warrington & DMC
Aug 16	Gareth Hall	Bala & DMC
Nov 14/15	Glyn Memorial	Caerns & Anglesey MC

FOREST STAGE CHAMPIONSHIP

Feb 8	Cambrian	North Wales CC
Mar 14	Malcolm Wilson	Kirkby Lonsdale MC
May 16	Plains	Postponed Knutsford & DMC
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	Wyedean	Forest of Dean MC
Nov 21	Rally NWales	Provisional Wolv & SStaffs CC

ROAD & NAVIGATION RALLY

Feb 22/23	John Robson	Hexham & DMC
Apr 4/5	Primrose	Suspended Clitheroe & DMC
Apr 4/5	Border 100	Suspended Welsh Border CC
Apr 25/26	Night Owl	Postponed Aberystwyth & DMC
Jun 13/14	GP Memorial	Cancelled Gar & Pres MC
Jun 20/21	Rali Bro Cader	Suspended Harlech & DMC
Aug 15/16	Barcud	Barcud MC
Sep 5/6	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

Apr 11/12	Border 100	Suspended Welsh Border CC
Jun 20/21	Rali Bro Cader	Suspended Harlech & DMC
Sep 5/6	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	Suspended Ilkley & DMC
Aug 9	St Wilfrid's	Ripon MSC
Aug 22	Clwyd Classic	Clwyd Vale MC

TARGA ROAD RALLY

Apr 12	Chris Hellier	Cancelled Barcud MC
May 3	061 Targa	Postponed Stockport 061 MC
May 16	Twyford	Mid-Derbyshire MC
May 31	Cwm Cynfal	Postponed 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 9	70th Anniversary	Bolton-le-Moors CC
Feb 16	Autotest	Accrington MSC & U17
Mar 8	Jon McKenzie	Hagley & DLCC
May 3	Autotest	Suspended Rhyl & DMC
May 17	Lymm	Suspended CSMA NW MSG
May 17	Granny Knot	Suspended Wolv & S Staffs CC
Jun 21	Lymm	Suspended CSMA NW MSG
Jun 21	Acaster Melbis	Suspended 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 9	70 th Anniversary	Bolton-le-Moors CC
Feb 15	Blackburn	Under 17 MC NW
Feb 16	Blackburn	Accrington MSC
Apr 5	Wern Ddu Suspended	Warrington & DMC
May 3	Mostyn Suspended	Rhyl & DMC
May 17	Lymm Suspended	CSMA NW MSG
Jun 14	Wern Ddu Suspended	Warrington & DMC
Jun 21	Lymm Suspended	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 Postponed	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 9	70 th Anniversary	Bolton-le-Moors CC
Feb 15	Blackburn	Under 17 MC NW
Feb 16	Blackburn	Accrington MSC & U17
May 17	Lymm Suspended	CSMA NW MSG
May 25	Clwydian Cars Suspended	Clwyd Vale MC
Jun 21	Lymm Suspended	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

May 23	Derwydd Suspended	Bala & DMC
May 24	MAS Suspended	Caerns & Anglesey MC
Jun 14	Wyre Suspended	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	Disgarth	Bala & DMC
Sep 27	Ernest Owen	Owen MC
Oct 18	Yorkshire Post	Ilkley & DMC

SPRINT

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

May 16	Blyton Suspended	Longton & DMC
May 17	Blyton Suspended	Longton & DMC
Jun 14	Three Sisters Suspended	Longton & DMC
Jun 21	Pattison Suspended	Hudd'sfield & York MCs
Jun 27	Aintree Suspended	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

May 17	Scammonden Suspended	MG CC NW
Jun 6	Barbon Suspended	Liverpool MC
Jul 4	Barbon	Kirkby Lonsdale 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

CHAMPIONSHIP EVENTS THAT DIDN'T HAPPEN

Feb 9	Riponian Postponed	Ripon MSC
Mar 14/15	Llyn Postponed	Harlech & DMC
Mar 21	Cymru Postponed	North Wales CC
Mar 21/22	NW Stages * Planning for Mar '21	Motor Sport NW
Mar 22	Clwyd Cancelled	Clwyd Vale MC
Mar 28/29	Rally NWales Postponed - hopefully Nov 21	W&SSCC
Mar 29	Autotest Suspended	Rhyl & DMC
Mar 29	PCA Suspended	Rhyl & DMC
Mar 29	Loton Park Postponed	Hagley & DLCC

Events will be added to above list after intended date

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)
May 3	Anglesey Sprint Suspended	ANWCC (MGCC)
TBA	Stage Rally	WAMC (Welsh)

NON CHAMPIONSHIP EVENTS

STAGE RALLY (Non-Championship)

Sep 12/13	Bae Ceredigion	Aber, Teifi & Newtown
-----------	----------------	-----------------------

HISTORIC STAGE RALLY (Non-Championship)

Sep 25/26	Yorkshire	Trackrod MC
-----------	-----------	-------------

ROAD & NAV RALLY (Non-Championship)

Apr 2	12-Car Suspended	Mid-Derbyshire 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)

Jun 7	Targa Suspended	Ilkley & DMC
-------	------------------------	--------------

Jun 13	Dyffryn Twymyn	Suspended	Dovey Valley MC
Jun 22	Lake District Classic	Cancelled	Wigton MC
Aug 16	Blue Streak		Spadeadam MC
Oct 17	Derbyshire		Matlock MC
Oct 18	Targa		Caerns & Anglesey MC
Oct 18	Solway Targa		Wigton MC

SCATTER RALLY (Non-Championship)

Apr 6	Scatter 203	Suspended	Knutsford & DMC
Jun 19	Scatter	Suspended	Caerns & Anglesey MC
Oct 5	Scatter 204		Knutsford & DMC
Nov 2	Scatter 205		Knutsford & DMC
Dec 7	Scatter 208		Knutsford & DMC
Dec 20	Point to Point Scatter		Matlock MC

HISTORIC ROAD (Non-Championship)

Jun 2-6	Three Castles	Postponed to 2021	3 Castles MC
Jun 7	Historic Rally	Suspended	Ilkley & DMC
Jun 22	Lake District Classic	Cancelled	Wigton MC
Aug 16	Blue Streak		Spadeadam MC
Oct 3	North Yorkshire	New date !	York MC
Oct 18	Solway Historic		Wigton MC
Oct 17	Derbyshire		Matlock MC

CLASSIC RUNS & TOURING ASSEMBLIES

Apr 25	Two Peaks	Suspended	Two Peaks MC
Apr 26	St George's Run	Suspended	Lancashire AC
May 16	Fellsman Classic	Suspended	Lancashire AC
May 17	Classic Tour	Suspended	Lindholme MSC
Jun 14	M'Cr to B'pool	Suspended	Lancashire AC
Jun 20	Touring Assembly	Suspended	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
Aug 22	Rose & Thistle		Wigton MC
Sep 3	JC Mills Autumn Tour		Knowlside CC
Sep 12/13	Bridlington		North Humberside MC
Sep 13	Cumbrian Canter		Wigton MC
Oct 9	Cloast 2 Coast		Wigton MC

AUTOTEST (Non-Championship)

Apr 12	Easter Bunny	Suspended	Cannock & DCC
Apr 19	Autotest	Suspended	Caerns & Anglesey MC
Apr 19	Autotest	Suspended	Wigton MC
Apr 27	Autotest 201	Suspended	Knutsford & DMC
May 10	Grass Autotest	Suspended	Spadeadam MC
May 11	Autotest 202	Suspended	Knutsford & DMC
May 13	Grass Autotest	Cancelled	Wigton MC
Jun 7	Grass Autotest	Suspended	Spadeadam MC
Jul 6	Grass Autotest		HRCR & Knutsford
Jul 22	Grass Autotest	Cancelled	Wigton MC
Aug 9	Autotest		Spadeadam MC
Sep 6	Grass Autotest		Spadeadam MC
Oct 18	Ken Wharton		Hagley & DLCC
Oct 18	Autotest		Spadeadam MC
Nov 1	Guy Fawkes		Cannock & DCC
Dec 6	December		North Humberside MC
Dec 27	Autotest		Caerns & Anglesey MC
Dec 28	Stuff the Turkey		Cannock & DCC
Dec 30	Autotest		Wigton MC
Dec 31	New Year's Eve		Spadeadam MC

PROD'N CAR AUTOTEST (Non-Championship)

Apr 12	Easter Bunny	Suspended	Cannock & DCC
Apr 19	PCA	Suspended	Caerns & Anglesey MC

Apr 27	Autotest 201	Suspended	Knutsford & DMC
May 10	Happy Landings	Suspended	Owen MC
May 10	PCA	Suspended	Spadeadam MC
May 11	Autotest 202	Suspended	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)

Sep 27	Autosolo		Wigton MC
Oct 18	Bright Sparks		Owen MC
Nov 29	Autosolo		Wigton MC
Dec 27	Slithering Santa		Owen MC

CAR TRIALS (Non-Championship)

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

SPRINT (Non-Championship)

Jun 6/7	Coventry Motorfest	Suspended	BARC Mids
Jun 7	Graham Hill		Owen MC

TRACK DAYS

May 30	Aintree Track Day 1	Suspended	Liverpool MC
Aug 22	Aintree Track Day 2		Liverpool MC

HILLCLIMB (Non-Championship)

Apr 11/12	Loton Park	Postponed	Hagley & DLCC
May 13	Loton School	Suspended	Hagley & DLCC
May 16/17	Loton Park Nat A	Suspended	Hagley & DLCC
Jun 13/14	Loton Park Nat A	Suspended	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	Suspended	BARC NW
Apr 25/26	Croft	Suspended	Darlington & DMC
May 9/10	Anglesey	Suspended	BARC NW
Jul 4/5	Cadwell Park		BARC NW
Aug 22/23	Donington Park		BARC NW
Sep 11/12	Oulton Park		BARC NW

TRAINING

Jul 18	Fire Training		Under 17 MC NW
Dec 5	Fire Training		Under 17 MC NW

OTHER EVENTS

Apr 26	Drive It Day	Cancelled	Wigton MC
May 3-5	Yorkshire Gallop	Cancelled	Wigton MC
May 6	Pub Run	Cancelled	Wigton MC
Jun 6-7	Historic Festival	Suspended	Rallying History
Jul 1	Pub Run		Wigton MC
Jul 5	Breakfast Meet		Wigton MC
Aug 5	Pub Run		Wigton MC
Aug 23	Classic Show		Wigton MC
Aug 30	Ormskirk Motorfest		Aintree CC

Championship Standings

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

Road Rally :

O/A	Driver	Club	Points
1	Chris Farrell	Rhyl	96
2	John Gornall	G&PMC	95
3	Danny Cowell	Myerscough	94
4	Mark Jones	Rhyl	75
5	Richard Hunter	Matlock	71

O/A	Navigator	Club	Points
1	Andrew Lowe	Mid-Derbysh	96
2	Martin Gornall	G&PMC	95
3	Paul Holmberg	Clwyd Vale	94
4	James Swallow	Bolton	83
5	Corey Powell-Jones	Clwyd Vale	75

Stage Rally :

O/A	Driver	Club	Points
1	John Stone	Blackpool SS	125
2	Rob Hughes	C&A	124
=3	Chris Berry	C&A	113
=3	James Swallow	Bloton	113
5	Adam Williams	Warrington	112

O/A	Co-Driver	Club	Points
1	Liam Whitley	Manxs AS	159
=2	Rob Fagg	Manx AS	125
=2	Alex Stone	Blackpool SS	125
4	Sioin Cunliffe	C&A	124
5	Daniel Petrie	Ludlow	113

Stage Rally (Forest) :

O/A	Driver	Club	Points
=1	David Lloyd Roberts	Bala	40
=1	Tony Simpson	BRTDA	40
3	Steven Ormond Smith	Manx AS	39
4	Jonathon Lee Jones	NWCC	38
5	Thomas McKeown	NWCC	37

O/A	Co-Driver	Club	Points
1	Lewis Griffiths	C&A	69
=2	Peredur Davies	C & A	40
=2	Chris Row	NWCC	40
4	Ian Bevan	BTRDA	39
=5	Emyr Halol & Liam Whiteley	Bala, Manx	38

Autotest :

O/A	Driver	Club	Points
1	Colin Moreton	Knutsford	80
2	Paul Fobister	Knutsford	57
3	Steve Johnson	U17MC	29
4	Lee Matthews	C&A	27
5	David Goodlad	Knutsford	24

PCA (U 25

O/A	Driver	Club	Points
1	James Robinson	U17MC (NW)	59
2	Andrew Robinson	U17MC (NW)	30
3	Milo Unwin	U17MC	29
4	Jessica Crawley	Warrington	28
5	Gary Ross	Ilkley	28

AutoSOLO :

O/A	Driver	Club	Points
1	Neil Jones	Bala	84
2	Scott MacMahon	U17MC(NW)	80
3	Howard Morris	Rhyl	76
4	Andy Williams	U17MC(NW)	73
5	James Williams	U17MC	70

Sprint :

O/A	Driver	Club	Points

Hillclimb :

O/A	Driver	Club	Points

Sprint & Hillclimb

O/A	Driver	Club	Points

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	Rob Jones	C&A	50
2	Chris Berry	C&A	48
3	QAshleigh Morris	Bolton	47
4	Gareth Hughes	C&A	45
5	Neil Roskell	G&PMC	43

O/A	Navigator	Club	Points
1	Sion Cunliffe	C&A	50
2	Daniel Petrie	Ludlow	48
3	Jamie MacTavish	Bolton	47
4	David Anderson	C&A	45
5	Tomi Williams	C&A	43

North Wales Road Rally Challenge

O/A	Driver	Club	Points

O/A	Co-Driver	Club	Points

Historic Road Rally Challenge

O/A	Driver	Club	Points
1	Ian Crammond	3Castles	25
2	Roger Powley	HRRCR	23
=3	Richard Harrison	HRRCR	21
=3	Michael Jones	C&A	21
5	Phil Wood	Potteries	19

O/A	Co-Driver	Club	Points
1	Graham Raeburn	Knutsford	44
2	Matthew Volkes	Knutsford	25
3	Brian Goff	HRRCR	23
=4	Elizabeth Wakefield	C&A	21
=4	John Youd	Broughton & Bretton	21

Allrounders Championship

O/A	O/A Driver	Club	Points
	Ian Jonesw	NWCC	11

O/A	Junior (U25) Driver	Club	Points
1	Scott MacMahon	U17MC	42
2	James Williams	U17MC	40
3	James Robinson	U17MC	29
4	Milo Unwin	U17MC	14
5	Jessica Crawley	Warrington	12

O/A	Driver - 1000cc	Club	Points
1	Andy Williams	U17MC	38
2	James Williams	U17MC	28
3	Andy Crawley	Warrington	13
4	Jess Crawley	Warrington	12
5	Chris Livesey	U17MC	10

Inter-Club Championship

O/A	Club	Points
=1	U17MC (NW)	74
=1	Knutsford & DMC	74
3	Bolton-le-Moors CC	60
4	Caernarvonshire & Anglesey MC	46
5	Bala & DMC	36
6	Warrington & DMC AND	29
7	Clwyd Vale MC	25
8	Rhyl & DMC	23
=9	Manx AS	21
=9	North Wales CC	21

Marshals Championship

O/A	Marshal	Club	Points
1	Brian Wragg	Liverpool	61
2	Maurice Ellison	Clitheroe	26
=3	Ian Mather	Stockport061	23
=3	Lindsay Mather	Stockport061	23
5	Tracey Smith	Accrington	19
=6	Paul Henry	Gemini	16
=6	Rob Jos	C&A	16
=6	Robert O'Brien	Liverpool	16
=6	William O'Brien	Liverpool	16
=10	Laura Jos & Dom Thompson	C&A, Rhyl	14

Championship Standings

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

Glynne Edwards Memorial Championship

O/A	Club	Points
1	North Wales CC	137
2	Caernarvonshire & Anglesey MC	107
3	Clwyd Vale MC	98
4	Bala & DMC	73
5	Harlech & DMC	45
6	Broughton & Bretton MC	34
7	116 MC	17
8	Rhyl & DMC	0

Ladies Rally Championship

O/A	Driver	Club	Points
1	Ashleigh Morris	Bolton	77.27
2	Jade Paveley	NWCC	68.18
3	Cathy Sewart	BWRDC	66.67
4	Ealish Baxter	Manx AS	41.18
5	Lauren Groves	Clwyd Vale	22.73
O/A	Co-Driver	Club	Points
1	Rachael Atherton	Warrington	84.09
2	Victoria Swallow	Bolton	77.27
3	Christine Pearson	Broughton & Bretton	52.27

TARGA Rally Championship

O/A	Driver	Club	Points
O/A	Co-Driver	Club	Points

SUSPENDED



**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

mintex
racing



motor drive
SERVICE | SAFETY | STYLE

RED FOX
PROMOTIONS
www.redfoxpromo.co.uk

SBARDUN
Car Parts & Motorsport Accessories

Slicks

FUCHS TITAN
RACE

CHRISTMAS PRESENTS
ALREADY WRAPPED FOR THIS YEAR!



ANWCC

Association of North Western Car Clubs

Trials :

O/A	Driver	Club	Points

SUSPENDED

ASSOCIATION OF NORTH-WESTERN CAR CLUBS

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

Please register me for the ANWCC Championships 2020

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

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

Fees:

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

Signature

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

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

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

For official use only:

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

20/

www.anwcc.co.uk

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

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

Forms can also be downloaded from our website.

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

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

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

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

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

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

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

NOTES:

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

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

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

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

Beginner - not finished more than one National B rally

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

Keep checking our website for up-to-date information

www.anwcc.co.uk

Thank you for registering!



Promoted by:
WWW.RACRMC.ORG



The Fuchs Lubricants British Historic Rally Championship [BHRC] will provisionally start in June, after the sports governing body, Motorsport UK, announced a countrywide ban on the issue of organising permits due to the spread of the Covid-19 virus on Tuesday (17th March).

This announcement has forced either the postponement or cancellation of the opening three rounds of this year's series meaning the first round is set to take place on Saturday 14th June in South Wales for the Red Kite Stages.

The BHRC was set to expand to eight rounds in 2020 with the new-look calendar offering competitors five forest and three asphalt rounds during the season.

The opening round, The North Wales Rally Services - Rally North Wales was due to take place on 28th March in Dolgellau, the traditional season curtain-raiser offering a popular mix of classic stages and format. Organisers have elected to postpone the event until 21st November.

Round two saw a new event on the calendar, the Kielder Forest Rally on 25th April utilising an ultra-compact route in the Borders forests and the organising team will postpone the running of the new-look rally until 2021.

The iconic Jim Clark Rally on 30th May was a new addition to the calendar which heralded the first foray onto Tarmac this season but event organisers were forced to cancel their event.

At the time of writing (18th March) the Championship and its partner series' the Fuchs Lubricants RACRMC Mixed Surface/Rally 2 Championship and Crew25 Championship will now kick off in South Wales in June but Championship Manager Colin Heppenstall is monitoring the situation closely.

"On Tuesday 17th March Motorsport UK announced a temporary suspension of organising permits until 30th April which of course affects the first three rounds of the British Historic Rally Championship," he says.

"Our heartfelt sympathies must go out to the organising teams of the events affected as we fully appreciate a lot of hard work would have been undertaken before the announcement had been made. However, we simply cannot underestimate the impact of the Covid-19 virus and fully support Motorsport UK's decision at this time.

We will be closely monitoring the situation and our regulations have the facility to still ensure a competitive championship, no matter how many events run this season. We wish everyone the very best of health at this time and look forward to returning to the stages when the time is right".

The Championship will provisionally be reduced to six rounds, with five rounds to count.

Provisonal 2020 Fuchs Lubricants Motorsport UK British Historic Rally Championship Calendar

Date	Event
14 June	Red Kite Stages
26 July	Harry Flatters
21-22 August	Ulster Rally
25-26 September	Trackrod Historic Cup
24 October	Carlisle Stages
21 November	Rally North Wales



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/>



VOXcloud[®]
Hosted Business Phone System

voxcloud.co.uk / 0333 002 0000



Pro-Rally.co.uk

1



Motorsports Photography and Journalism

Classic Rallying | Historic Rallying | Road Rallies
Stage Rally | Targa Rally | Vintage Car Rallies
Sprints & Hillclimbs | Stock Cars | Off Road

Phil James

Motorsports Photographer & Journalist

07771 76 86 59 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto

Pro-Rally.co.uk **1**

www.pro-rally.co.uk

**CORONA VIRUS
, HOW DARE YOU !**



**YOU'VE STOLEN
MY LIMELIGHT !**

Pro-Tec Performance Preparation & Parts



www.pro-tecmotorsport.com

PRO-TEC PERFORMANCE LANCASHIRE

*Tuning Specialists Established 1991 * Vintage * Classic * Modern *

2wd Rolling Road Tuning*

Full stock of carburettor spares * Weber * Dellorto * SU * Stromberg Ect

* Engine & transmission builds*

MOT's

Tel. 01772 633777 or Fax 01772 633792

E-Mail:protecmotorsport@btconnect.com

Web site: www.pro-tecmotorsport.com

Unit 6, Clifton Business Park, Preston New Road, Clifton, Preston, Lancs. PR4 0XQ

PRO-TEC PERFORMANCE

Vehicle Service & Repairs

Servicing to Main Dealer specifications & Beyond for a lot less cost.

All Repairs inc Engine & Transmission Re-builds
Diagnostics & Tuning

ECU re-mapping for performance or Economy
MOT's

Local family business established 1991

Built on quality workmanship and fair prices.

Free local collection & delivery.

Unit 6, Clifton Business Park

Preston New Road (A584)

Clifton, Preston, PR4 0XQ

Tel. 01772 633777

Email protecmotorsport@btconnect.com



BRITPART

British Cross Country
Championship



motor
sport
UK



~~4-5 APRIL: SLATE MOUNTAIN~~

~~16-17 MAY: CER~~

~~13-14 JUNE: FORREST ESTATE~~

4-5 JULY: SWEET LAMB

26-27 SEPT: KIELDER

10-11 OCT: WALTERS

crosscountryuk.org

Liverpool Motor Club Aintree Sprints



Liverpool MC's entry lists are now open for its 2020 Aintree Sprints

- Historic ex-Grand Prix Venue
- Wide course, over a mile long
- Friendly events
- Lots of runs
- Great Value
- Café on site
- Race suits not required for Standard Car drivers

2020 Dates:-

25th April - CANCELLED

27th June - CANCELLED

5th September

The remaining event is a round of

- Liverpool MC Speed Championship
- ANWCC Sprint Championship
- SD34 Sprint & Hillclimb Championship
- Longton's Northern Speed Championship

And lots of other championships too.

See website for details

The events are open to any member of a club in SD34, ANWCC or ANCC.

For more Info and to enter, see www.liverpoolmotorclub.com



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**
- **Autumn Meet at Rolls-Royce Barnoldswick: 17th October**
- **Challenge Tour - Date TBC**

CORONA VIRUS & PENDLE POWERFEST!

At Pendle Powerfest our core value is with families, we pride ourselves on giving value for money entertainment to all the families who visit our shows and events, whilst raising money for local causes.

As you are all aware the recent corona virus situation is changing on a daily basis.

At Pendle Powerfest your safety and that of your family and all our exhibitors is of paramount importance. With that in mind we have taken the decision to cancel the spring meet on the 24th april at Turf moor, we have also taken the decision to cancel the Easter egg run which would have seen super cars delivering Easter eggs to local hospitals, with the escalating crisis we feel this event is not appropriate at this time.

Thank you for your attention in this matter we will keep a watchful eye on the situation as it develops.



TRACK DAYS EVERY MONTH at Three Sisters



Monthly Car Track Days - £95 pp

March 23rd 2020

April 20th 2020

May 18th 2020

www.threesisterscircuit.co.uk


three sisters
CIRCUIT


three sisters
CIRCUIT

Rally/Race Car Testing At Three Sisters Circuit

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

www.threesisterscircuit.co.uk


three sisters
CIRCUIT

ANCC

Association of Northern Car Clubs



PD Extinguishers ANCC

Stage Rally Championship 2020

TBA	Riponian Stages	Forest	https://www.rmssc.org.uk/riponian-stages
7 th July	Greystokes Stages	Forest	http://www.greystokestages.co.uk/
8 th Aug	Heroes Rally	Mixed	http://www.pendledistrictmc.co.uk/
6/7 th Sept	Promenade Stages	Tarmac	http://prmrrally.wallaseymc.com/
15 th Nov	Malton Forest Rally	Forest	https://www.maltonmc.co.uk/malton-forest-rally/

Liverpool Motor Club



Barbon Speed Hillclimb



Entries now open for Liverpool & Kirkby Lonsdale MC's 2020 Barbon Hillclimb.

- Spectacular venue
- Challenging course
- Friendly events
- Food van on site
- Rally Cars welcome
- Race suits not required for Standard Car drivers

Round of

- Liverpool MC Speed Championship
- Longton's Northern Speed Championship
- ANWCC Hillclimb Championship
- SD34 Sprint & Hillclimb Championship

4th July

Interclub & National Hillclimb (old Nat A/B)

Rounds of

- Liverpool MC Speed Championship
- ANWCC Hillclimb Championship
- SD34 Sprint & Hillclimb Championship

The events are open to any member of a club in SD34, ANWCC or ANCC.

For more Info and to enter, see www.liverpoolmotorclub.com



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

rally

AT
TRACKDAYS

anglesey
circuit
fracton

JUST £140
FOR THE DAY

PRICE PER TEAM OF DRIVER AND CO-DRIVER



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

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

2020 NW Training dates

Fire is 25 places
Others Maximum of only 16 places each day.

16th May 2020

Lymm Poplar 2000 Services

Motorsport Event set up,

Practical Training

(Beginners/Refresher) 13:30 to 16:00

Practical No Class room

Apply for this course

17th May 2020

Lymm Poplar 2000 Services

Intro to Timekeeping

and Marshalling, Practical Training

(Beginners/Refresher) 09:00 to around 15:30

Practical No Class room

Apply for this course

18th July 2020

Blackburn Services

Fire Theory + Practical Training

(Beginners/Refresher)

Apply for this course

5th Dec 2020

Blackburn Services

First on Scene

(Beginners/Refresher)

Apply for this course



BW



**ELECTRICAL AND MECHANICAL
INSTALLATION & MAINTENANCE**

Tel : 01282 696953

Mobile : 07711 791631

Email :

barry.wilkinson80@ntlworld.com

ELECTRICAL INSTALLS AND MAINTENANCE, PNEUMATICS,
HYDRAULICS, PAT TESTING, DATA CABLES.
DOMESTIC, INDUSTRIAL AND COMMERCIAL.

The man who developed hard boiled eggs
wrapped in sausage meat has died.

RIP
Scott Chegg

Acknowledgements

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

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

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

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

Jokes, Photographs, Information, reports etc

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

Phil James of Pro-Rally, Geoff Bengough
Bill Wilmer & The Gemini Communications Team
Keith Lamb (Gemini 9) Ian Davies (Gemini 23)
Peter Langtree (Gemini 48) Tony Jones (Gemini 58)
Bryan Flint (Gemini 32) Derek Bedson (Gemini 21)
Adrian Spencer (Adgespeed) Phil Andrews
Tom Irvin Photography
Paul Gilligan 'Inside the Industry'
Paul Commons : Paul Commons Motor Sport
Duncan Littler Speed Sports Photography
and last but not least, Ex 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

**Meetings Suspended until
further Notice
Poachers, Bamber Bridge**

ANCC



With the current Covid-19 pandemic situation,
I feel we must postpone the AGM until
21st September and cancel the 20th April and
22nd June meetings as a precaution.

Cleckheaton Sports Club, BB19 3UD

Just off Chain Bar Roundabout ,
Junc 26 of the M62

www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

**Meetings Suspended until
further Notice**

**Kilton Inn
A50, Warrington Road,
Mere, Knutsford,
WA16 0PZ**

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

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

**Deadline for copy
for the May edition is
Tuesday the 28th of April
which is due out on**

Thursday the 30th April

**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**