

May 2020 spotlight



50 Years of Motorsport : John Goff
Photo Courtesy of Geoff Bengough

www.sd34msg.org.uk

Volume 11 : Issue 5: May 2020 : Maurice Ellison

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Chairman's Chat

Many thanks to all those that have sent Maurice items for Spotlight. Maurice has ever, has done a sterling job with your help and now has planned issues until August! Please send him any items by the middle of the month, New Projects and what you are doing under lock-down, Space is limited, but we wish to keep you entertained with items of the past and some that have not been published before! Currently we do not have event reports to wait for, so it was thought, that you might want get this issue early.

I have helped a little, with a report. It covers the start of an event I helped to run 10 years ago the H4H 4x4 European 2010 rally. If you do take the time to read it, please note that the time (if printed) on any of the photographs will be in UK time and not *Central European Time!*

The next SD34MSG meeting will not take place until lockdown is over. Then, only if it is safe to have them. (Will the pubs have opened?) The May meeting will not happen and July is looking very unlikely at this time. September could be the first meeting that we can have. TBC date and time. No items have been raised yet by any clubs, Please e-mail all club delegates if you need to.

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?'

Steve Johnson, Chairman , SD34MSG

Hi everyone

Can I just, in these uncertain times, wish all the SD34 MSG clubs, their members and representatives all the best. Stay safe, stay healthy and hopefully see everyone on the other side of this mess. Hopefully, shortly after, we can then get back to the sport we love.

Can I also say thanks and add my commiserations to all the event organisers who had their events cancelled. We appreciate all the hard work you do and will hopefully continue to support you when things get back to normal.

All the best Alan. (SD34 MSG President)

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

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SD34MSG

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2020 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Bolton-le-Moors CC	194	1	1
U17MC-NW	183.5	2	2
Clitheroe & DMC	96	3	5
Liverpool MC	81	4	6
Warrington & DMC	75.5	5	7
Garstang & Preston MC	72.5	6	9
Knutsford & DMC	66	7	10
Longton & DMC	0	8	18
Division B		Position	
Club	Points	Div	O/A
Airedale & Pennine MCC	148	1	3
Stockport 061 MC	105	2	4
Accrington MSC	73	3	8
Preston MC	59.5	4	11
Blackpool South Shore MC	46.5	5	12
Wigan & DMC	32.5	6	15
Wallasey MC	5	7	17
Pendle & DMC	0	8	
Division C		Position	
Club	Points	Div	O/A
Hexham & DMC	42	1	13
CSMA (NW)	39	2	14
Manx AS	15	3	16
Mull CC	0	4	18
High Moor MC	0	4	18
Lancashire A.C.	0	4	18
Lightning MSC	0	4	18
Knutsford MC	0	4	18
2300	0	4	18
Motor Sport North West	0	4	18

Updated Thursday 16th April 2020

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Brian Wragg	64	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	Lindsay Mather	20	Bolton	Y
7	John Harden	21	Liverpool	N
= 8	Peter Schofield	20	Pendle	N
= 8	Peter Wright	20	Pendle	N
= 10	Rod Brereton	17	Pendle	N
= 10	Robert O'Brien`	17	Liverpool	N
= 10	William O'Brien`	17	Liverpool	N
= 10	Phil Howarth	17	Liverpool	N
= 10	Sean Robertson	17	Liverpool	N
= 10	Steve Smith	17	Accrington	N
= 16	Dave Barratt	10	Accrington	N
= 16	Chris Andrews	10	Pendle	N
= 16	Peter Barrett	10	Pendle	N
= 16	Dianne Brereton	10	Pendle	N
= 16	Steve Dixon	10	Pendle	N
= 16	Ian Mills	10	Pendle	N
= 16	Barry Newman	10	Pendle	N
= 16	Yvonne Newman	10	Pendle	N
= 16	Les Eltrigham	10	Pendle	N
= 16	Eileen Lamb	10	Pendle	N
= 16	Mick Tomlinson	10	Pendle	N
= 16	Barry Wilkinson	10	Pendle	N
= 16	Keith Hesketh	10	Stock061MC	N
= 16	Phil Hesketh	10	Stock061MC	N
= 16	Daryl Evans	10	Stock061MC	N
= 16	Miles Keith	10	Stock061MC	N
= 16	Julian Russel	10	Stock061MC	N
= 16	Nancy Russel	10	Stock061MC	N
= 16	Holly Thompson	10	Stock061MC	N
= 16	Simon Thompson	10	Stock061MC	N
= 16	Frank Wilkinson	10	Stock061MC	N
= 16	Ken Wilkinson	10	Stock061MC	N
= 16	Mark Wilkinson	10	Stock061MC	N
= 16	Rob Yates	10	Stock061MC	N
= 16	Jo Evers	10	Bolton	N
= 16	Stephen Mather	10	Bolton	N
= 16	Ian Swallow	10	Bolton	N
= 16	James Swallow	10	Bolton	N
= 16	Victoria Swallow	10	Bolton	N
= 16	Eric Wilcockson	10	Bolton	N
= 16	Andy Gillet	10	Bolton	N
= 16	Tim Millington	10	Warrington	N
= 16	Jim Livesey	10	U17MC	N
= 16	Steve Johnson	10	U17MC	N
= 16	Paul Kelly	10	CSMA	N
= 16	Geoff Ashworth	10	Liverpool	N
= 16	Ian Curlett	10	Liverpool	N
= 16	David Doidge	10	Liverpool	N
= 16	John Early	10	Liverpool	N
= 16	Colin Flynn	10	Liverpool	N
= 16	David Gee	10	Liverpool	N
= 16	Doug Gorge	10	Liverpool	N
= 16	David Hunt	10	Liverpool	N
= 16	Mark Jagger	10	Liverpool	N
= 16	Phillip Jagger	10	Liverpool	N
= 16	Kevin Jessop	10	Liverpool	N
= 16	Adrian Lloyd	10	Liverpool	N
= 16	David Mitchell	10	Liverpool	N
= 16	Mike Parden	10	Liverpool	N
= 16	Judith Pegram	10	Liverpool	N
= 16	Tom Roche	10	Liverpool	N
= 16	Mike van Gordon	10	Liverpool	N
= 68	Andy Fell	7	Liverpool	N
= 68	Bill Gray	7	Liverpool	N
= 68	Max Quinton	7	Liverpool	N
= 71	Alan Shaw	4	Pendle	N
= 71	Lauren Crook	4	U17MC	N
= 71	Andy Williams	4	U17MC	N
= 71	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

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

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

Sprint & Hillclimb Championship

O/A	Competitor	Score	Class	Club
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Individual Championship

O/A	Competitor	pts	Q	Club
1	Stephen Holmes	23	Y	Clitheroe
2	Victoria Swallow	19	Y	Bolton
3	James Swallow	13	Y	Bolton
	Scott MacMahon	27	N	U17MC
	Andy Williams	26	N	U17MC
	James Robinson	24	N	U17MC
	James Williams	23	N	U17MC
	Garry Sherriff	20	N	Bolton
	Andrew Robinson	17	N	U17MC
	Lauren Crook	17	N	U17MC
	Phil Clegg	17	N	Accrington
	Stephen Johnson	16	N	Boundless
	Chris MacMahon	11	N	U17MC
	Adam Williams	10	N	Warrington
	Dave Graves	10	N	Bolton
	Jonathon Kennedy	10	N	Warrington
	Kris Coombes	10	N	Preston
	Neil RosRoskill	10	N	G&PMC
	Rachael Atherton	10	N	Warrington
	Sam Spencer	10	N	Clitheroe
	Callum Cross	9	N	Blackpool
	Matthew Hewlet	9	N	Clitheroe
	Paul Murro	9	N	G&PMC
	Stephen Terry	9	N	U17MC
	Andrew Potts	7	N	Clitheroe
	Dominic McTear	7	N	Clitheroe
	Jonny Baines	7	N	Preston
	Greg Williams	6	N	Warrington
	Harris Holgate	6	N	Clitheroe
	Paul Pendleton	6	N	Clitheroe
	Mark Johnson	5	N	Clitheroe
	Steve Butler	5	N	Clitheroe
	Warren Nichols	4	N	Bolton
	Ian Swallow	3	N	Bolton
	John Jones	3	N	Accrington
	Milo Unwin	3	N	U17MC
	Chris Liversey	2	N	U17MC
	Jess Crawley	2	N	Warrington
	Matthew Nicholls	2	N	Bolton

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 : July - December

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	CANCELLED
19-Jul	Hillclimb	Yes	Mid-Cheshire MC	Scammonden Dam Hillclimb	Scammonden Dam,
25-Jul	PCT	Yes	Airedale & Pennine MCC	Haw Pike PCT	
1-Aug	PCT	Yes	Clitheroe & Dist MC	Burnthouse PCT	Ingleton
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
19 July	Scammondon Hillclimb	Mid-Cheshire MC
15 Aug	Scammondon Hillclimb	Pendle & DMC
5 Sept	Aintree Autumn Sprint	Liverpool MC
6 Sep	3 Sisters Sprint	Longton & DMC
3 October	Anglesey Sprint Day 1	Longton & DMC
4 October	Anglesey Sprint Day 2	Longton & DMC

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)	CANCELLED
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 at CDMC

Log on to the Clitheroe & DMC
Facebook page every Tuesday
Evening for a virtual Club Night.

24th March Best Club Night Discussion

31st March Best Drivers

7th April 1st Competition Car

14th April What the Future holds

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



Lancashire Automobile Club

With the unfolding situation regarding the Corona
Virus we will try to keep you up to date with our
events.

The following events have been cancelled:

St Georges Day Run

Fellsman Classic Tour

Saturday 16th May

Manchester to Blackpool Classic Car Run

Sunday 14 June

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Gazzard Accounts Ltd

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 Sprint 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

WDMC

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



motorsport UK

COVID-19 Latest Update

Motorsport UK, the national governing body of four-wheel motorsport, today announced a £1 million funding package to help its clubs address the financial consequences of COVID-19.

The funding is one of a number of measures that it is implementing to offset the economic impact that the global pandemic has wrought across the sport.

In order to help protect the NHS and save lives, Motorsport UK has suspended all event permits until 30 June. This suspension is subject to a rolling review to enable the sport to resume as soon as is practicable.

Motorsport UK typically issues around 4,500 event permits per annum, across all forms of motorsport in the UK. Although circuit racing enjoys the highest profile, there are a broad range of other motorsport disciplines enjoyed by more than 40,000 licence holders across karting, speed, trials, cross-country, rally, autocross, rallycross, drag racing and autotest events. Many of these grassroots, low cost motorsport activities can be undertaken in standard or lightly modified road cars and by enthusiasts funding their sport from their own pocket.

Motorsport UK is setting aside the £1 million of funding to support its 720 member clubs, responsible for organising and promoting motorsport at all levels in the UK. The aim is to mitigate immediate financial risk and help to aid recovery towards a strong and sustainable future.

There are some 40,000 people working in the motorsport industry in the UK, and they are predominantly self-employed or working for small organisations, with combined revenues of £10 billion per annum. The suspension of all motorsport has an immediate and detrimental effect on the workforce, and the government has acted to begin to provide support in this area. At the same time the burden has firmly fallen on the event organising clubs and championship organisers many of whom have no recourse to government aid.

In recognition of the considerable hardship placed on its member clubs, the Motorsport UK Board has agreed to allocate £1 million of direct funding to support the community. This investment will be used to create two funds, each valued at £500,000, to provide loan and grant support to Motorsport UK clubs through this challenging period.

A Motorsport UK panel will review each application and decide the amount to be awarded and the funding mechanism.

Applicants may receive funding from the Motorsport UK Club Continuity Loan Fund or The Motorsport UK Club Continuity Grant Fund.

The Continuity Funds have been created to support clubs who are most at risk due to the pandemic. Such clubs may be awarded funding from either stream up to a grant value of £10,000 or a maximum loan value of £25,000.

Clubs are expected to use all government guidance and support available to them before considering applying for the funds.

The Motorsport UK Club Continuity Funds should be a last resort for clubs who are able to demonstrate that after taking all reasonable steps and without a level of intervention, they will struggle to resume activities as a direct result of COVID-19.

Motorsport UK has taken measures to protect its own financial position at this time including furloughing one third of its staff, freezing all discretionary spend, suspending investment in capital expenditure projects, reducing staff pay and cutting working hours across the organisation for the duration of this period.

David Richards, chairman of Motorsport UK, said, *"These are unprecedented times for the nation and for motorsport. Our community looks to us to provide leadership and help protect motorsport from the financial fallout of this pandemic. We have taken measures to reduce the overheads of the core organisation, while continuing to provide the essential levels of service to the sport. Today we have launched a series of financial measures that member clubs can access, in order to try and mitigate some of the hardship they are inevitably suffering.*

"During this time, there is a spirit that we are all in this together, and it is only right that Motorsport UK takes practical measures to reduce expenditure, while launching these funds to preserve those responsible for organising events, without whom there can be no motorsport. We are custodians of motorsport in the UK and have a responsibility to our clubs, to do all that we realistically can, to sustain their operations at this uniquely challenging time."



The John Clegg Mini Miglia Tour

Classics/Collectors
Supported by

2020

One Make Car Clubs
JC Mills Ltd

Saturday 14th March 2020

MAD March 2020

I and other members of Liverpool Motor Club were looking forward to March this year. After our winter lay off the prospect of running a test at Oulton Park for the Tour of Cheshire at the beginning of the month, and marshalling the flying finish /stop line at a closed road stage of North West Stages at the end of the month, was an exciting prospect. In addition to that a few of us were planning to do a couple of touring assemblies in between.

As an extra fix of motorsport myself Phil Howarth and David Hunt went along to Oulton at the end of February to see the Network Q Rally Revival running on the rally/drift course. Then the next weekend LMC ran a successful test there for Knutsford Motor Clubs Tour of Cheshire. Unfortunately, although heavily involved in the organisation of the test, I was unable to attend due to family commitments.

Never mind says I, a fortnight off work meant I could attend Wigton Motor Club's Midweek Meander. As the name suggests it runs on Wednesday and I was navigating for Phil H. in the MG ZR. We were the first car to arrive at the start venue, the Lake District Wildlife Park, and were greeted by a very friendly gentleman who looked very much like David Bellamy! We then had the obligatory bacon barm and coffee whilst the other participants arrived. Also entered in the event were David and Sandra Hunt, in the Volvo C70 convertible, who arrived with tales of their windscreen wipers parting company with the car on the way up the motorway. Being Cumbria it was of course raining.

When we set off towards Bassenthwaite I made an early schoolboy error in navigation, tulips are a fairly easy way of defining a route that sometimes leads to silly mistakes, especially when the brain is slow to engage! After that we had an easy run through parts of the Lake District not usually traversed by tourists and the weather, although dull, was reasonable. The fun really began two thirds of the way through the route. Driving along the coastal road of the Solway Firth we were heading towards Port Carlisle when we came across vehicles turning around due to the high water mark being on the road ahead! It did look passable but someone coming towards us said that further along the road the floodwater was much deeper. A quick route change was necessary, involving a road atlas and a satnav, and we entered Bowness-on-Solway from a different direction and were back on track.

Continued on Page 17



Mini Miglia **Continued from Page 16**

We made our way through various flooded sections of road towards Cardurnock, but on reaching the village found what should have been the road through was completely underwater. We decided then to cut and run, so made our way towards Wigton, then the quaintly named Aspatria where we regained the correct route to the finish at Moota Garden Centre and Cafe. Many tales were shared, coffee was drunk, soup and a sandwich eaten before we departed for home. A brilliant day with the floods and diversions making for an very interesting and enjoyable day in Cumbria.

Come Saturday I was all ready for the second touring assembly of the week, the John Clegg Mini Miglia run by Knowl Dale Car Club. The roads used are based on those originally used when the event was part of the Motoring News Road Rally Championship, back in the day when road rallies were at their most popular. Phil and Dave had entered the 2019 event which was abandoned at the lunch break due to torrential rain and flooded roads, so after the Midweek Meander we were ready for anything! This time I was driving my MG ZS with Dave navigating and Phil was in the ZR with son-in-law Ryan Smith, on his debut as a navigator. Ryan stuck with the tulip route while David used a combination of the tulips and the OS map route also provided. Another LMC crew was Kevin Jessop with son Sam in the silly seat of their newly acquired MX5. Although obviously not a competitive event the organisers place code boards along the route for you to collect. This proves you have followed the correct route and also ensures bragging rights for **those of us** who collected all the codes. The event started at Cafe Ambio at Junction 36 Auction Centre, with a full breakfast. With an excellent route around Lancashire and Yorkshire, no weather related problems and both Zeds and the Mazda in fine fettle we all arrived at the Boundary Mill finish, ready for our Fish and Chip supper. Not only an excellent tour but a gastronomic delight.

In the days between the two events we had learnt about the cancellation of the North West Stages. As a club we have been involved with the event for many years and it is always an early highlight of our motorsport year. Little did we know that in the days to come Covid 19 would decimate not only our 2020 events but cause disruption to everyone's lives. I do feel lucky to have enjoyed our Mad March and look forward to business as usual once we have defeated this terrible virus. Stay safe and I hope to see all my motorsport buddies out on the stages, circuits and roads very soon.

Geoff Maine : Liverpool M

Phots Courtesy of Tony North



Covid-19 distraction

My Motorsport 50 years condensed into 5 minutes

John Goff

The year 1967, my then after school friend and boss Frank Pierson asked, how do you fancy going to watch a car rally that's on this next week? The Gulf International Rally was going to be going through the Welsh forest and all the famous flying finns I'd read about were in it, well it took a nano second to answer, yes please.

The week lived up to my expectations, Bengt Soderstrom becoming my overnight hero, unfortunately he retired from that event, but seeing his Lotus Cortina at full chat fully sideways was enough and the mould was set for the next 50 odd years.

The next week I returned to school to find I had a problem. What I hadn't told Frank was I should have been doing my final exams and my so called mates had dobbed me in, telling my form teacher why I was missing. A very short visit to the headmaster resulted in "Your wasting our time and yours Goff, so you might as well go now". Straight out to the bus stop, got the next bus to Whitchurch and from there ran all the way to Frank's garage in Ash.

Within weeks I was full time helping to build rally cars and their engines before getting my own engine room in then now famous Pierstune workshop.

In 1985 I decided to leave Franks and start my own engine preparation company which was an amazing time, specialising in X flows and BDA's and later the red top Vauxhall. As build times were sometimes lengthy waiting for machining etc I decided to build a couple of cars, a mk1 Astra and a mk2 Escort and when customer engines were delayed the two cars were loaned out as part of the service. I also gained experience working as a mercenary mechanic where I got to look after names like Colin McRae Russell Brookes and Tommi Makinen.

Things were going great when one day somebody mentioned to me, rallyschools a place where you could go and spend the day driving a rally car belonging to somebody else. My first thoughts they must be mad to let people they don't know do that, but then I thought we have the cars, I had been taught by the best so why not and in 1989 Shropshire Rallyschool was formed. It was hard work to get recognised so I started my own rally team and offered annual scholarships. The hard work started to gain a foothold with several big titles in both the Mintex and BRC series, the highlight winning the Ford Ka series in 1998. This was achieved not only by hard work but by the sponsors we had on board.

As we reached the millennium a big decision was made to drop the sponsors as the brand Shropshire Rallyschool was being overshadowed by their presence so the domain name rallyshool.co.uk was bought and two extra centres in Worcester and Oxford were established.



Frank Pierson



Continued on Page 19

50 Years of Motorsport Continued from Page 18

I still wanted to rally the team but it had to be run and branded as rallyschool.co.uk so the BTRDA looked ideal, small engine classes with lots of competition.

One of the most asked questions post school days was, that was a great day John but how do you do it for real? Hire packages, why not we had flirted with the concept way back in the early days, we had cars, we knew about liabilities and insurances and the btrda came to us asking us about an idea they had called Rally First so new to the sport customers hired Rally First cars, whilst we were still able to run in the more powerful B9 classes with our established drivers.

The years flew by with three schools doing upwards of ten thousand customers a year and hiring up to 10 cars an event in the btrda and still having time for Wales GB etc.

Things came to a sudden stop in 2013, whilst sitting in the office two guys came in and announced, we want to buy the schools, sit down i said and four weeks later they owned it. It was probably one of my biggest regrets as within two years it had failed completely, something I had worked so hard to build was destroyed.

Not having sold the hire side of the business we needed a name fast, RALLYME said it all and off we went again. Hundreds of different events, customers and cars, what better job could I have had.

Retirement in 2018 didn't seem to go down well so here we are still looking at ways drivers can have affordable competitive rallying with the Mini Challenge.

So the moral is after all this shit going on now, go for it. Dreams can come true.



John Goff



PIRELLI – A PROUD LEGACY

The news that the Pirelli International rally would not run in 2020 was greeted with disbelief by many enthusiasts for the Carlisle based event had been a staple of motorsport in Cumbria and a permanent fixture on the British rally Championship calendar since its inception in its current form in 1992. The rally had a long and distinguished history, constantly setting standards and introducing innovative new ideas with an unrivalled level of promotion and presentation that brought it to the attention of competitors and manufacturers worldwide. Here we look back on the history of the event from its roots in West Cumbria to its appearance on the international rally scene.

It all began in 1974 with an inspired idea from Vic Horsley, then Chairman of Furness & DMC and a leading light behind that club's Festival Stages Rally, one of a number of club stage events then running in Cumbria. Vic's idea was that all the clubs in the Cumbria Motor Sport Group should pool their resources and run one, major, event. A meeting was convened in Workington's Queen's Hotel and the end result of Vic's brainwave was the Tour of Cumbria, to be organised by the clubs then forming Cumbria Motor Sport Group. The inaugural Shellsport Tour of Cumbria ran in 1975, it was an instant hit with some 180 competitors, this was probably down to the event being included in the Triple C Championship, backed by Car & Car Conversions magazine which gave it plenty of publicity. This first event used most of the classic Lake District forests plus several farm tracks and even a stretch of railway line!. The winner on this occasion was Chris Wathen in a Vospers of Plymouth backed Ford Escort.

Pirelli arrived as sponsors in 1977, then then manager of Pirelli's Carlisle factory, Alan Dickinson, was a dyed in the wool rally enthusiast and provided tremendous support to the event with the factory car park turned into a giant service area and the works canteen laying lunch for all the competitors, a gastronomic delight compared to the normal pie or burgers. Mr. Dickinson was a man with a lot of influence in Carlisle and he was instrumental in getting the city council involved, the rally start took over Carlisle's main street and there was even a stage in the city's Bitts Park. Various dignitaries were roped in, the Carlisle Mayor and Cumbria's Lord Lieutenant putting in an appearance while on one occasion the rallycars were flagged away by no less a personage than the then Home Secretary, William Whitelaw, this resulted in the rally headquarters and indeed the organisers being vetted by a delegation from the security services.

For 1979 the rally was upgraded to National status, this meant that additional stage mileage was required so the traditional Lake District stages were augmented by a trip up North to the giant Kielder Forest complex where there was an abundance of classic stages, the inaugural national event was included in the Castrol/ Autosport Championship and was won by young, up and coming driver from Cockermouth called Malcolm Wilson. The rally went from strength to strength, attracting huge entries including quite a contingent from Scandinavia where drivers were well used to gravel tracks. Ever innovative, the rally ran the first ever "Double Header" event in the championship, effectively counting as two rounds as drivers scored points on each section.

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70 years young



Charlie Taylor / Steve Bielby



Colin McRae / Derek Ringer

Pirelli International Rally **Continued from page 20**

1983 saw Andrews Heat For Hire arrive as sponsors and the Pirelli Tour of Cumbria became the Andrews Heat For Hire Cumbria Rally, this event became the first National Championship rally to be run overnight.

Masterminded by Paul Gilligan (See *Paul Gilligan's article 'Inside the Industry' on pages 39 to 42*), it was a real marathon and the result of holding "Kielder By Moonlight" was an extremely long list of retirements. The Andrews involvement lasted for three very successful years so it came as something of a surprise when the event was dropped from the championship calendar for 1986. The championship's internal politics having more to do with the decision than any shortcomings with the event. This decision wasn't very popular, not just with the rally organisers but by a considerable number of competitors who rated the event highly. There was some very heavy lobbying, not least by a very vociferous Paul Gilligan, and the event was back in the National Championship for 1987 with a new sponsor in Shell Oils and a new Clerk of the Course, Andrew Kellitt who was to guide the rally through some of its most successful years, the event being voted the best round of the Mintex National Series in both 1989 and 1990. Every year saw large entries heading for Cumbria, including some top drivers, future World Champion Colin McCrae winning in 1989 while in 1991 it was the turn of Jimmie McCrae to uphold the family honours.

The rally's reward for setting a consistently high standard came when they were invited to join the newly constituted Mobil 1 British Rally Championship, bringing even more top drivers to the Cumbrian event. It also brought a new (Old) sponsor with Pirelli becoming the title sponsor and the Pirelli International Rally had really arrived on the scene. Colin McCrae won the inaugural event while the following year it was the turn of another future World Champion, Richard Burns, to take the honours, their Subaru Legacys proving to be the car to beat at that time. 1994 saw Malcolm Wilso chalk up his 4th win on the event and the following year he prepared a prepared a Ford Escort for the legendary Ari Vatanen who won the event by an enormous margin, his entry attracting huge interest and boosting the spectator attendance by several thousand.

As has been said previously, the Pirelli rally organisers were always innovative and, with the sponsors enthusiastic support they pioneered the "Rally Show" concept where, in addition to seeing the cars in action, spectators could also enjoy a range of displays and attractions which ranged from a rocket powered JCB through trick cyclists to the stunt driving of the legendary Russ Swift. In 2003 the rally took the bold step of moving away from Carlisle and took the rally base to Gateshead where they received phenomenal support from the local authorities with a very high profile start venue on the banks of the river Tyne and a spectator stage in the town's Watergate Park which also hosted a rally show featuring a fun fair and a stunt display by vintage aeroplanes.

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Darren Moon / John McNichol



Geoff Taylor / Steve Greenhill



James Stait / Gill Cotton



Jimmy McRae / Andy Richardson



Pirelli International Rally : Continued from page 21

Pressure from Pirelli saw the rally move back to Carlisle for 2005 with Mark Higgins taking the top podium position in a Ford Escort, his Brother David having won the previous year for Hyundai, few people would have forecast then that it would be some five until a Ford would again win the event with the Mitubishi Evo becoming the car to beat, dominating the event with wins for Ryan Champion (2006), Guy Wilkes (2007 & 08), Keith Cronin (2009) and David Bogie in 2011, only a spirited drive from Gwyndaf Evans in 2010 interrupting this sequence.

A new chapter for the event opened for the event opened in 2007 when they were invited to be part of the British historic Rally Championship and so the Pirelli Historic rally was born, running ahead of their modern counterparts they proved to be an enormous hit with rally spectators who absolutely loved the more "Sideways" action of these classic marquees from a previous era. The historics were an instant hit and they weren't that slow either as was proved on one occasion when a Historic recorded an outright fastest time on a stage, beating all the modern cars to much amazement.

The inaugural Pirelli Historic Rally was won by Marty McCormack/ Liam Moynahan in a Ford Escort and, indeed, the famous Blue Oval has dominated the results, winning year after year with Nick Elliott currently the most successful driver with four outright wins to his credit. The Historic championship, of course, runs different categories for the different age groups, so it is great to hear the throaty rumble of the big Sunbeam Tigers of Jonathon Gale and Patrick Watts contrasting with the highly revving engine of Geoff Taylor's Hillman Imp or the bark of the Avengers and the unmistakable sound of the Porsche 911's of Dessie Nutt, Tim Mason or indeed the example of 5 times British Champion Jimmie McCrae who, having won the Pirelli outright, has also contested the Historic event in both a Porsche 911 and the big, V8 engined Vauxhall Firenza he shared with Pauline Gullick.

With such a distinguished history, it was a huge surprise when the end of the Pirelli International Rally was announced, not least to the organisers, many of whom only found out when it was announced in the motoring press. In truth the rally had struggled for several years to attract entries, notably from amongst the British Championship competitors, that series also struggling to attract any reasonable entry, as several other rounds had also experienced and while the historic entry was as buoyant as ever, it was having to underwrite the main event. Equally, the control of Pirelli's marketing had moved from Carlisle to their main headquarters where there wasn't the same affinity with the event. It was a sad end to a notable event with a distinguished history but the story doesn't quite end just yet for a nucleus of the former Pirelli organising team have vowed to carry on and, augmented by some new and enthusiastic faces, the Kielder Forest Rally will, hopefully, carry on the tradition of a first class Kielder based event. Indeed, the inaugural rally was all set up and ready to run when, like every other event, it fell victim to the current Coronavirus crisis. So, with luck, when motorsport resumes, we will see and hear rally cars on the classic Kielder gravel tracks and the story will continue.

Ed Graham : Hexham & DMC



Patrick Watts / Elgan Davies



Paul Mankin / Desmond Mankin



Steve Smith



Terry Cree / Richard Shores

Photos Courtesy of Tony North



Paris - Dakar 2011

Jon Aston

Around mid November 2010 I get a phone call from Beady which starts "are you sitting down?" followed by "there is a place in the T4 Race Truck if you want it" my brain went into a spin! a place in the Race Truck! I have attended 3 previous Dakar's performing various mechanic/driving roles but I had never done the Dakar in a Race Truck which was one of my "things to do before you die". So about 1/100th of a second later I said "Yes please!" we went into some detail about it, what cars/bikes we were supporting, who else was in the truck and who else was providing assistance etc.

The 2011 team had 3 race cars, 1 T4 race truck (MAN), 1 x Ford F350 high speed backup and 1 x T5 (17.5 Ton Iveco 440), 15 people in total most of whom I had worked with before, the team had a good spread of skills not only in mechanic terms but auto-electrical and language skills also, the common language is English, however in Argentina and Chile they speak Spanish and very little english and ASO, the organisation speak French and very little english, The T4 crew between them spoke all the required languages and 6 in total.

- Race Car 353, Paul Round (UK), Henk Booij (Holland)
- Race Car 373, Izhar Armony (Israel), Aviv Kadshai (Israel)
- Race Car 413, Geoff Olhom (Australia), Steve Riley (Australia)
- Race Truck 543, Pavel Fasko (Slovakia), Joris Paulas Van Pauvliet (Holland), Jon Aston (UK)
- Support Truck F350, Chris Stone (Aus), Dave Ackers (Aus), Laurence Richmond (New Zealand)
- Support Truck T5 Iveco, Henky Van Den Helder (Holland), Arjen Arandes (Holland), Yvan Turcotte (Canada)

Event prep, there was still some work to do on the Truck, and some personal stuff for me.

Personally I had to renew my International Rally licence which I had to have back before I left on 27th Dec and its Christmas so I was already cutting it a bit fine. The international licences always require a medical and this year you also had to have an ECG, so that was a few trips to the doctor a few phone calls and a trip to Hospital and then ticking the express box on the licence form, I got my licence back about a week before I left, phew.

Kit, I had most of the kit from previous Dakar's including my own flight box, however I did not have all the FIA spec race kit!, Pixie booties, fireproof undergarments, fireproof race suit, fireproof gloves, HANS device and matching helmet with inbuilt Peltor intercom and balaclava, so that was an emergency dash to Demon Tweaks for a fitting and a load of money also.



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Paris Dakar Continued from Page 23

Truck, most of the heavy weight stuff had already been completed, the truck like most things was worn out from last years Dakar and needed a lot of work, the work was completed by a small team from Cheshire consisting of Beady, Milly, Chris, Potter and a few others, the truck had a full service, clean, loads of new bits including new leaf springs all round, a suspension lift and new Fox shox, it had some electrical issues remaining which were handed to me, trivia really, battery doesn't charge and (electrical) kill switch doesn't work, anyway 2 days of wire tracing (all wires in the truck were white and I had no circuit diagram), new alternator + spare, new fly loom/connector and a good cleanup sorted all that lot. Then it was onto loading all the spares and strapping/zippping it all in, most of this work had already been done by Joris but it still took me another 2 days to load the rest of the stuff in.

At the Huddersfield factory it was crazy busy for those last few days (for me) weeks/months for the others, all the vehicles had to be in Le Havre for the end of November for shipping to Argentina! so the pressure was on all round. Lots of nights finishing at midnight, Saturdays, Sundays etc and we made the deadline and the vehicles made it to Le Havre in time!.

4 weeks to go, I had a load of work to catch up with having scived for the previous 8 days preparing, also I needed to get to the gym to put my body into endurance mode, the suspension in a truck is a lot harder than a car, for those of you who ache after a weekends racing you too might need to get to the gym, the best way I can describe it is to pick your roughest comp course and imagine driving it for 562km everyday for 16 days, even on the road sections it was impossible to send a text or drink water without nearly spilling it. You have to be physically fit.

So Christmas arrived, family meals all round and off to the airport to commence an 18 hour journey via France, destination Buenos Aries, Argentina.

Beady booked some great seats so we got a bit of sleep on the over-night flight, when we arrived in BA around midday the next day, the 4 dutch guys had also just landed so after changing some US dollars into local dib dabs the 7 of us taxi'd down to the docks to collect the 6 vehicles. It was around 30c at the time and we stood in a queue at the docks for about 4 hours, nice, then we found out that most of the vehicles had been on the boat for 4 weeks with the power on, so batteries were flat, no probs they had been jumped and driven off the boat into a secure car park, but now of course they were flat again! so we faffed around jumping them. Pauls car has a clever gadget box in it which replaces a load of relays and fuses, this was black/crisp and didnt work anymore, I made the assumption that his car had been jump started with 24v the wrong way round!, so after a bit of faffing Pavel hotwired the ignition circuit and all the vehicles drove out of the docks in convoy to the Hotel which was about 100kms away.

On the way to the hotel we stopped at a services to buy ~3500litres of fuel then we noticed that most of the vehicles wouldn't start again, so more faffing with jump leads etc, Pauls car wouldn't start at all, so I spent 45 minutes (at £2 a minute) on the phone to Beady receiving a crash course on race car wiring to get it going again, it started, hurray, but it was now dark and Paul still had no head lights, brake lights, indicators and and and!!! so we sneaked him inbetween the trucks and off we went.

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Paris Dakar Continued from Page 24

The next day was spent sorting out the vehicles, redistributing spares, checking generators etc making sure everything was tip top for scrutineering, I replace Paul's battery and spent all day rewiring Paul's electrics courtesy of the muppets at the docks, with 3 visits to a car shop on the other side of town to ask for "in spanish" fuse holders, relays and flasher units, they don't teach you that on the course so that was most amusing, Henk, the guy in the shop and I were aching from laughter.

The next day was Scrutineering and Admin checks and it does take all day! I can't explain why it takes all day there is a lot to do and it just does, so, everyone signed on, wristbanded up, vehicles in Parc Ferme, time to relax.

The next day for us was a day off, most of us didn't get up til lunchtime having had very little sleep already with the early mornings and late nights, then a trip to the bank to change some more money so we had enough cash to fuel up for 16 days and buy cool cokes! Joris and I went to the Dakar Circus behind the hotel were there were trade stands, pretty girls, Red Bull VIP tents, free food/drinks, big screens with previous Dakars on it, it was rammed with members of the public who were lapping it all up.

Today was new years eve! so back to the hotel for shower, shave and change of clothing and then out to a local restaurant for a new years eve meal and party, 3 course meal/wine although we swapped the wine for coke as we had to be on the ball the next day. There were around 80 people altogether sat on tables outside the restaurant eating their 3 courses, temp was around 24c (-8c and a foot of snow in Manchester) those of you who have seen my facebook pics will see the fun and the fireworks we let off in the street at midnight, the local police also joined in the fun, you can't do that in the UK!

New Years Day and the first day of the Dakar itself, all the competitors had an allotted time to be at Parc Ferme to collect their vehicles our time was about 3pm, the top bikers went off around 9am, our service teams left for the first bivouac which was 377kms away. We got ready and sat in the bar with the infamous Paul Green (now fully recovered) drinking coke and watching the Dakar start live on TV including Robbie Gordon jumping off the podium, twice!.

When our time came we wondered off to the Parc Ferme which was about 200metres from our hotel (cheers Beady) where we waited until our actual "entry time" so we killed some time by chatting to the other truck drivers including Michel Saumet (#572) and Marcel Schoo(#530)(who competed with us in 2007+2008), we were then allowed to enter Parc Ferme, and get going. The atmosphere was incredible, there were 000's of people, I heard that 4 million people has turned out to watch the start of the Dakar, we were clocked out of Parc Ferme and drove down the police patrolled streets with crowd barriers, there were people as far as the eye could see, all cheering, waving and taking photos/videos. The convoy was so slow that Joris and I got out and walked alongside the truck signing hats, t-shirts, flags for the hungry crowd.



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Paris Dakar Continued from Page 21

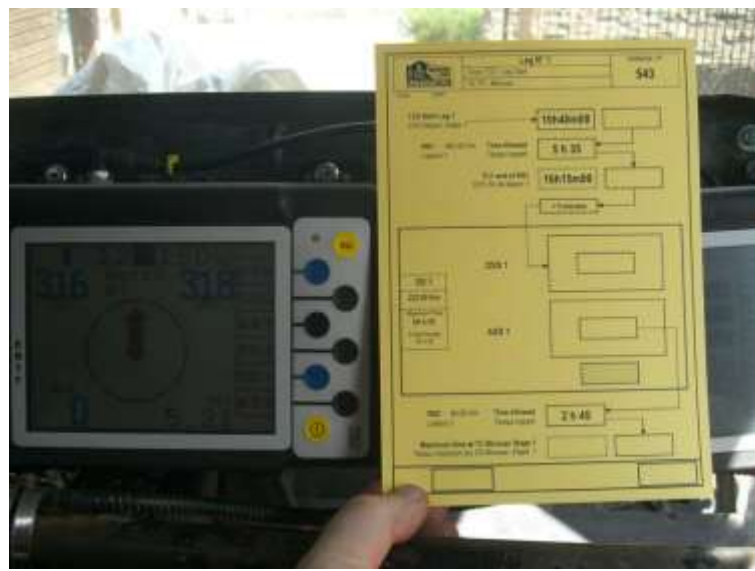
Once out of town we hit the motorway and it must have been 25km later when there was finally a break in the line of people on the hard shoulder and central reservation, and through the 377km journey, every motorway bridge and roundabout was drowned in cheering crowds. When we were about 5km away from our destination Victoria we were on a single carriageway road and the traffic was stationary, time to offroad! we dodged on and offroad for the last few km or so to get past the crowds and still traffic so we could get in the bivouac, we arrived around 1am. On the journey we saw 3 broken down race cars and 1 motor-bike being towed by his service vehicle and also had a flat rear tyre, not a good start for those guys :-)

We were ok though, a quick bit of servicing required but now off for some food, got to the food hall, no food!!!! they were setting up for breakfast, ok, off to work then, so I went and did my work, then went back for food, had breakfast with the bikers and went to bed at 4am. Up at 8am and had breakfast again, this time with Joris sat on the patio looking out over the boating lake, on the Dakar you have to grab every moment to chill and sleep because later on it gets very tough indeed so you need to charge your batteries as much and as often as possible to make sure you can survive the hard bits.

Day 2, a 556km drive to the start of SS1, on the journey we saw more people, more broken down race vehicles and a smashed up race truck #505, there was diesel and bits of truck everywhere! apparently he had a blow out at ahem, erm, x km/h, and it rolled destroying 200metres of crash barrier, all the guys were ok but it was game over for the truck! we had just arrived at SS1 start when we get a call from Paul, the alternator had packed in (wounded I suspect by the muppets at the docks) he was at km41 and stopped in stage with a flat battery!, we started the 222km stage which was mainly track with big pot holes of fesh fesh and some hidden dips and jumps so gently does it as it was very bumpy indeed, we found Paul and Henk, charged the battery, replaced the alternator and off they went. Whilst stopped we were overtaken by several vehicles including Pierre Blom (who competed with us in 2006) who beeped and waved, we also overtook several stopped vehicles, 2 dutch trucks on their sides from cornering too fast, a couple of broken cars and a broken quad whose rider was in tears, dead vehicle on stage 1, gutted. We finished the stage then drove to the bivouac at Cordoba a name and a bivouac which WRC fans will recognise! We arrive at the bivvy where I am greeted with a big list of jobs which I started after some food, upon return from food there is another Desert Warrior in our camp who has ECU issues and it wont start and his "cheaper than us" service crew cant fix it, anyway we did and he carried on, went to bed at 4am.

Jon Aston

Continued in Next Months edition of Spotlight



Running a Classic Car Run

Sometimes when I talk to entrants they ask how much work goes into setting up an event. They seem surprised when I reply that our bigger events take roughly twelve months and the simpler events between seven and nine months.

Frankly I don't think they really believe me and I don't want to bore them too much by going into the details. So I hope the following will give a simple guide to running an event: -

- To begin with we need to determine where we want to go and roughly what mileage is involved. For events like the Manchester to Blackpool or Coast to Coast we have a fairly good idea of the place but not the actual venues.
- Next we need to find start and finish venues which can accommodate up to say 70 cars, meaning around 140+ entrants plus officials.
- Then we need to talk to these venues and establish that they are willing to accommodate us and set out our needs – many hotels are tied up with weddings over a year in advance so we need to get in early!
- Having established a start and finish there may be other bodies we need to get permissions from such as Lancaster City Council for use of the sea wall or Blackpool Corporation for the use of Stanley Park.
- Local authorities will need agreements signing and forms filling in including acceptable Risk Assessments for our activities.
- Other non-motoring activities can clash preventing use of venues or putting time constraints on our event. These can include things like a Park Run on the sea wall in Morecambe. We have to be clear by 9.00am to avoid 300+ runners coming down the prom or something as simple as the opening time for a restaurant or pub we are using.
- A weird one which can arise is consulting tide tables – yes tide tables! Roads along the coast can be inundated and closed at high spring tides. Classic owners don't like driving through salt water.
- OK now we know where the start and finish are plus any time constraints now we can start on a route.
- Using good old fashioned maps, we try to give an enjoyable and scenic route avoiding mayor town centres and potential problem areas whilst staying within a reasonable mileage and assuming an average speed of below 30mph (a constraint necessary to get permission to hold the event from Motorsport UK and the police).
- This gives us an idea of where rest halts and lunch breaks need to be situated by calculating the time of the route and breaking it up into reasonable sections.
- This then leads us to locating suitable comfort and lunch stops along the proposed route. Then we try to find places in the general area of the ideal location which can accommodate us. Obviously there aren't pubs located everywhere that are willing or able to accept us but by searching and ringing we do locate places that will work.
- Now we know the locations of these stops we can modify the route to go to these places.
- All in all, this may take several months of phone calls and e mails but we now have a provisional route.
- We know the date and route so now we can look for other events which may clash along the way such as Appleby Horse Fair or a major event in Blackpool using the Promenade or other events potentially leading to road blocks or closures.

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Running a Classic Car Run : Continued from Page 27

- This may lead to further modifications of the route.
- Once satisfied we have a viable route we must contact all the Motorsport UK Route Liaison Officers responsible for the areas we pass through and let them have copies of the route for their approval. For example, the Coast to Coast may pass through up to four RLO areas!
- The RLO are aware of 'Black Spots' where there are potential problems and agreements have been made that motoring events will not pass through. They are also aware of other events and there is a six weeks' rule that we are not allowed to use a road which other clubs are using both 6 weeks before and 6 weeks after our event to prevent overuse and public complaints. That is why we need to get in early to be at the top of the list. Hopefully we can get the provisional route to the RLO and approved at least 6 months before the event.
- The RLO comments may lead to a need to revise the provisional route again and re submit. Hopefully this does not adversely affect the start, finish or other stopping points or we will have to go through that loop again.
- During this process we can start on the regulations, entry forms etc.
- We now need to determine the number of officials and marshals we need and can start talking to relevant volunteers to pre warn them of the event and give them an idea of potential locations dates, timings etc.
- With the provisional route agreed we can start to prepare the Route Book. In the 'old days' we drove the route noting every junction and condition of the road and potential issues. This may lead to a re-route which would have to go back to the RLO. Today we use Google Maps to do much the same but that doesn't remove the need to drive the route at some point!
- Now we can apply to Motorsport UK for a permit – called a Certificate of Exemption. Such permits from a recognised organisation are required to comply with the Road Traffic Act for all events with more than 12 cars. Failing to do this could leave the club open to legal action and invalidate the insurance of the entrants.
- Having got the certificate, we can finalise the regulations entry forms and start on other paperwork such as the Final Instructions as well as organising Rally Plates.
- The Entries Secretary can now start sending out the Regulations and Entry forms as well as publicising the event.
- With the Route Book prepared we can do the first run through to check the route. This is more than checking the mileages we need to ensure that any road signs match those in the route book and are in place. Also the actual road is observed. Has the surface broken up and become too rough, is there an unsafe pull out onto a major road? Has there been a physical change a new roundabout for example or a change in priorities?
- This in turn may lead to a change in route which has to go back to the RLO for approval.
- At this point a quick check is needed to ensure all the locations on the event are still open and ready for our arrival. Pub managers seem to change regularly and often the new incumbent is unaware of our event and the arrangements we made with the previous manager.
- Work can now start on the Route Information Book which tells entrants about places of interest they pass through on their journey.
- By visiting the County Councils web sites we can determine any planned road closures affecting the route. You can't do this too early as they often don't get put on the web site until a month or so before the works! This again may lead to a re-route which has to go back to the RLO.
- When the route is finally 'set in concrete' we can write to all the police forces affected by the event with route maps timings etc.
- The final version of the Route Book with all mileages and any changes incorporated can now be produced.
- The type and amount of any equipment needed for the event can now be determined. Things like Control Boards, arrows banners etc.
- By now entries should be rolling in and we get an idea of numbers which need to be relayed to all the venues in particular those providing food and refreshments. We can also order the Rally Plates ensuring we have enough for both entrants and officials.
- With a couple of weeks to go to the event a final run through is required. It is surprising how often things change. We have had collapsed bridges, new traffic lights, new roundabouts and long term road closures all affecting the events
- Marshals now need to receive firm details of their locations and duties.
- With a week to go Final Instructions for entrants, marshals and officials need to be sent out.
- In the week up to the event a wary eye needs to be kept on weather reports and potential flooding on the route. Where necessary deviations to avoid flooding will need preparing to hand out at the start.
- On the day of the event the officials at the start need to be there early to sign on and prepare for the entrants to arrive. As a final check a Course Car leaves the start to run the route some 30 minutes before the first entrant leaves.
- The course car has 'arrows' to mark any last minute detours and ensures the marshals are in position and signs the marshals on.
- All that's left is to welcome the entrants to the finish and oh and start on next years' event.

Chris Lee : Lancashire AC : Vice President : Photos Courtesy of Tony North

A View From The Shore

News from Blackpool South Shore Motor Club
by Phil James

Blackpool South Shore MC meetings are currently suspended. For details of future meeting dates and venues please email enquiries@bssmc.co.uk or visit www.fb.me/bssmc.co.uk



Hambleton duo Simon Bowen & Richard Robinson won the Keith Frecker Memorial Weeton Stages in both 2015 & 2016 in their ex Petter Solberg Subaru Impreza WRC (pictured here on the 2015 Weeton event).

The decision by Motorsport UK, the country's governing body for four-wheel motorsport, to suspend motorsport activities until at least the 30th June came as no surprise given the coronavirus pandemic.

It resulted in the postponement, or cancellation, of events the length and breadth of the British Isles including Blackpool South Shore Motor Club's annual Keith Frecker Memorial Stages Rally. Scheduled to take place on June 14th at Weeton Camp the South Shore club did in fact act ahead of the Motorsport UK ban in shelving the rally ahead of the moratorium announcement.

As a round of multiple regional stage rally championships the rally always attracts entries from throughout the British Isles, eager to test their driving prowess and cars on the challenging camp roads. Club Chairman Simon Mills said "The organisers were particularly disappointed to have made that decision given that entries were about to be opened, however we had to 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 the event back to Weeton as soon as possible in the future."

However, as to if and when it can be rescheduled to run later in the year remains to be seen. Even if rallying does return before the year end the calendar could be so congested as to force the South Shore club to wait until 2021 before running the Weeton event.

It's not only stage rallying that has been halted as a second South Shore event is also under threat of cancellation. The club had planned to run an AutoSolo later in the year, an event designed to attract newcomers to motorsport that even allows sixteen year-olds to drive. Like the Weeton stage rally it too has been put on hold but if motorsport does return in the autumn or winter there's perhaps more chance of the club being able to run that event. Mills said "The AutoSolo could still happen, events such as that are quicker and easier to organise than a stage rally. We just need a clear indication when things are heading back to normality but without that it would be foolish to try and fix a date for any event at present."

Phil James



Incredibly, we are approaching the 10yr anniversary of the first Help for Heroes 4x4 European Rally to support the charity, Help for Heroes. The rally took some 15 months of planning before the start of the inaugural event in June 2010. The event was the creation of Keith Bowen and his Son, Tim Price-Bowen who had done the Macmillan 4x4 UK Challenge several times and wanted to run a fund raising event in aid of Help for Heroes.

About the Help for Heroes 4x4 European Rally

A question was asked by some, 'why the Help for Heroes 4x4 European Rally'? Tim and Keith were familiar with UK 4x4 event planning/participation but wanted something more challenging – and, for sure yes, they found it challenging! – relating to a worthwhile cause and an event with a true purpose. Tim struck on the idea of the book/TV series 'Band of Brothers' route through Europe in 1944/5 – that gave them the platform. Weaving in 4x4 fun elements they were keen to ensure that this wasn't just a dash across Europe – speed was not part of the event. Hence, they built in historical elements in recognition of those 1944/5 events; and the route will take the crews to WWII related museums, Commonwealth War Graves and other places of relevance to those days of the Liberation of Europe.

Planned Event: The H4H 4x4 European Rally 2010.

The event will start at Noon on Saturday 19th June 2010 at a secret location in North Wiltshire. After using byways on Salisbury Plain we will all go to Portsmouth to embark on the ferry over to France. It will be a 1650 mile/2640 km expedition encompassing 6 countries in 10 days, this non-speed event comprising a maximum of 30+ teams will be part history tour, fun competition, part off-road driving and part club-type social, open to all types of 4x4 vehicles. The money raised by teams will be donated to our chosen charity, **HELP FOR HEROES**.

The HELP FOR HEROES EUROPEAN 4x4 RALLY 2010

follows the path and tells the story of the Allied Invasion through Europe and includes parts fabled by the Band of Brothers book and television series. As young men, who knew extraordinary bravery and extraordinary fear, the Allied Forces landed in France early on D-Day morning – 6th June 1944. The liberation of Europe had commenced.

Number of People: 30 vehicles

Event Category: Social

Event Date: 19th-29th June 2010 Fundraising Target: £5000

The first event raised over £120,000! Moreover, the six events from 2010 to 2015 raised a massive total of **£1,026,268.88**



Help for Heroes Rally 2010*Continued from Page 30*

So how did a Lancashire lad get involved in helping to run an event with the organiser's based in Surrey; that ran for two weeks across six countries.....

In August 2009, I was at a CSMA motoring meeting in Rugby for CSMA as the Marshalling leader of CSMA marshalling teams. (Note CSMA is a 'little motor club' with around 300,000 members) At that meeting on the car park was a 4x4 (**on the right**) with a little sticker on the bumper promoting the H4H 4x4 European Rally 2010. (I had heard about the event on the internet!) The chap getting out of the 4x4, was the new leader of the CSMA 4x4 Group, Keith Bowen. I did not know Keith at that time and said I noted the sticker on the bumper and if I had a 4x4 vehicle; it was an event I would like to do. Keith's response was sorry the event is full with 45 cars and we had four fully staffed marshals in 4x4s for the event. Great I said; if you need any help let me know I would be happy to help if I could.

Three months passed by and in November 2009 I attended the next CSMA motoring meeting again in Rugby, once again meeting Keith Bowen. Keith said 'Was I still interesting in helping the H4H 4x4 European Rally 2010' due to be run mid June next year. I did asked what was required. He was looking for a general event support marshal, able to fill most jobs required.

Yes, I said and could I have three days to confirm my availability, I needed to clear the 2 weeks away from the family!

Within two days, I was able to reply to Keith that I was available to help on the rally and 'joined the team.' However, one of the main underlying reasons was the route of the event followed. Whilst I have visited many WW1 & WW2 sites in Europe. This event, allowed me to trace some of my Father's route across Europe in 1944. My Father was part of the Guards Armoured Division, which became part of XXX corps involved with the battle for Caen and the liberation of Brussels. My Father told me some tales of his time in Europe including, how he met a school friend not seen for many years on the bridge in Nijmegen not long after they had taken it!

The next six months passed very quickly, tasks and equipment put together plans of who did what on each day. I helped with the event clothing, all coming from a Preston clothing company (this carried on for the whole six events!) The event was to me going to be 12 days of trails and gymkhana challenges that many motor clubs did 30 years ago...One, two or three road books to be issued each day. Several other tasks and visits booked, the organisation and planning was of the highest standard of any event I have seen

Friday 18th June 2010

Pack up my car and travel down to Surrey. I arrived mid afternoon to help finish packing the support cars and fuel up the cars two Land Rover Discovery 4's provided for the event by Land Rover. Not a late night as an early start was required on Saturday.

Saturday 19th June

Started fine and sunny, up at 5:30 to arrive at the start venue at 7:30. The First cars due to arrive at 9am as the hotel was full of guests this was strictly enforced. The start venue, was a secret location in North Wiltshire. The HQ of the 101st Airborne Division – 'Screaming Eagles' in the UK before they went to France on D Day! E (Easy) Company, 506th Regiment which was stationed at Aldbourne just 5 miles from the HQ.

The start location is now a Warner Leisure Hotel and they have supported the rally over the six years, it also has a great, but small museum on site from WW2.

<https://www.warnerleisurehotels.co.uk/hotels/littlecote-house-hotel>



Help for Heroes Rally 2010 : Continued from Page 31

All cars had arrived soon after 9am and I was taken back to see Steve Kennell (I have known Steve since about 1982) from Bury and family to support their son Stuart, (I remember both Stuart and Ashley in Nappies!) Stuart was a navigator of one of the cars. This was a start of meetings on the trip that often cannot be accounted for except, some has a plan for you!

At 12:00 the cars set off at 1 minutes intervals flagged off by Lyn Bowles, the Radio 2 traffic presenter which took them across Salisbury plain to a check point at H4H HQ Tidworth. (Photos on previous page)

The final of the second section finished at Southwick House the operation HQ for the Overlord invasion. This was for a presentation in the Map Room. This private viewing of the D Day map and the invasion planning was just great it set the scene for the next two days of the event.

https://www.nmrn.org.uk/news-events/events/d-day-map-room-tour-southwick-house?gclid=EAIaIQobChMItaj8yqLF6AIVw4XVCh1tDgpkEAAAYASAAEglin_D_BwE

The final road book of the first day, took the crews from Southwick House to Portsmouth Harbour (via Fuel station if required!) for the overnight ferry to Caen. Whilst all the crews were waiting to load onto the ferry, the organisers had another gem up their sleeve! At around 9pm, from one of the event supporters Domino's Pizza. Dominos made a welcome delivery of 50+ Pizzas to feed all the crews and marshals on the event.

Each day was called a 'Mission'. Mission 1 Objective (aka Road Book) 3 of 3 is below. If you look at the total distance travelled, it is 13.2 miles, 9.1 in England and 4.1 in France the next day...



The map set at invasion time.



To be continued

Steve Johnson : CSMA (Boundless) : Accrington MSC : U17MC (NW)




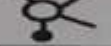





HELP for HEROES 4x4 European Rally 2010






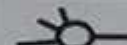
OPERATIONAL UNIT NUMBER.....

Mission 1 - 'Prelude to Invasion'
Objective - 3 of 3
Transit time - 20mins + 15mins
Mileage - 13.2



SPONSORS






Road Book continued on Page 33

Ref	Miles	Miles	Tulip		Instructions
1	0.0	0.0		SW	Return back along North Dr toward High St
2	0.1	0.1		S	Left onto High St
3	0.2	0.1		SE	At the roundabout, take the 1st exit onto B2177
4	1.9	1.7		ESE	1st exit at roundabout. B2177. Havant and follow Portsdown Hill Road
5	3.3	1.4		S then SW	After bridge, turn right onto slip road and join A3/London Rd. Continue to follow A3
6	4.2	0.9		WNW	At roundabout, take 3rd exit A3/Southampton Rd. Port Solent
7	5.1	0.9		NW then W	Right lane. At lights right turn. Marriott Hotel will then be on left
8	5.6	0.5		S	Keep left and turn left at lights by Honda. Signed Superstore.
9	5.7	0.1		NW then W	Continue over roundabout to Tesco's for fuel/provisions. If none needed retrace route around roundabout. For those fuelling etc return roadbook at this point.

10	5.8	0.1		E	At lights, right lane and turn right to go along A27 Southampton Road
11	6.3	0.5		SW	Right at traffic lights by Marriott Hotel then take left lane. Port & Ferries
12	6.5	0.2		SE then S	Keep left. Fork left. Merge onto M275. Ferries, Portsmouth, Southsea
13	8.6	2.1		SE	Exit off M275 toward N End/Cross Channel Ferries
14	8.9	0.3		SE then W	At Rudmore Roundabout, go under bridge taking the 4th exit onto Wharf Rd. Continental Ferries
15	9.1	0.2		SE then SW	Turn left to stay on Wharf Rd. Follow Brittany Ferry Signs. Check in with Ferry company and go to departure lane. Report to Marshals to confirm your safe arrival for embarkation. Follow boarding procedures. Sleep well!!

Part 2: In France from Ferry to first rendezvous

1	0	0			Good morning! Zero trip. Disembark off ferry. Pass through Border controls.
2	0	0.2		SW	DRIVE ON RIGHT whilst on Mainland Europe. Follow 'Autres Directions' 'Caen' Join Rue des Dunes

3	0.6	0.4		SW	Keep left lane at lights. Fork left onto D84/Rue de l'Yser. Continue to follow D84. Go thro 1 roundabout
4	1.7	1.1		SW	At Rond-Point de la Paix, take the 3rd exit onto D514 heading to A13/Caen/Bénouville/Cabourg
5	3.3	1.6		SW then SE	Exit onto D514 toward Bénouville/Merville/Fourneville/Cabourg/Deauville/Ranville. Care; loop left. Over 1 roundabout
6	4.1	0.8		NNE	Along D514/Place du Commandant. Over bridge then left to arr Pegasus Bridge car Park. Main Control 'In'. Complete and hand in Mission 1 'Damage Declaration'
					

All Our Yesterdays

Extracted from the Newsletter of Pendle & DMC

As the SD 34 championships have now finished, I can finalise the club placings for Drivers and Navigators etc etc. No one has forwarded me or the compiler ~ Chris Andrew any results from ANY events, the results I published are the best I/we can do ~~ Should you have any queries/questions please contact me ASAP.

A few things have happened since June, namely the Hill-climb, not as well supported as usual from the Pendle members, with only 3 making the trip and scoring points for themselves and the club in the interclub league. A reasonable success ~~ financially as we only made a slight (if any) loss. Thanks go to all who organised, and particularly to Jack & Rob ~~ MSA Scrutineers who as of yet have not submitted any invoice for fees etc!!!!.

Less successful was the revised Road Rally, which was earmarked for the 16/17th September. This only attracted 9 entries!! We were determined to put it on, but felt we required at least double that.

Many thanks to all who made the effort in the PR work, especially Alan/Les who had a very difficult area to PR, having to PR an area only weeks from a rally passing through !!!!, But they came away relatively unscathed, and with a few pointers for the future passage of rallies in that area.

So what happens now? WELL the clerk of course and new committee member Charlie Woodward suggested that all the hard work had been done etc etc. That we should try for another date. He contacted the MSA who agreed that providing we do not exceed a 6 month period, then the current route etc will be accepted.

The new date is **3rd/4th MARCH 2007**

With everything still the same, providing there are no adverse comments, from residents should any events pass through before ours? Again although it is a long way off, we still need volunteers before/during the event, if you are available please get in touch with any one from the committee. As well as being an SD34 and ANWCC road rally championship round. It has been included the KIRBY LONSDALES and WELSH BORDER championships, we have added another class, for Historic cars, which we hope will make the minimum entry.

A couple of news items now, Due to the massive re-development taking place at Anglesey. Our date of March has been cancelled, due the work not being finished until at least the end of MAY!!!. The circuit owners have informed us that NO rallies will take place until the latter half of 2007. This is due in part to the circuit management hoping to obtain a Class 2 FIA approved licence, and with it the bigger events etc. For this, I have been informed, the inspectors for the FIA, will require the "run off" areas and kerbing to be properly grassed etc and ready for racing. He is also looking at closer scrutiny of clubs stage diagrams,

with a view to preventing use of the more "rougher" areas~ in reality there will be more miles of good quality tarmac. He is also going to "bolt" tyres together ~~~ BIG ONES!!!!. And place them on and around the grassed areas to prevent "corner ~ cutting" which currently happens and creates problems for the bike and car racing fraternity. Again once the circuit is open to rallies you can rest assured WE will be the first to know.

Club events in general, MY OWN PERSONAL VIEW!!

There have been a couple of events we have either organised or been invited to, both to my mind have been a disaster.

The first one was Alan & Les's Navigational Scatter event, which entailed them about 3 or 4 days driving round the route, to sort out clues references etc. Net result on the night 2 cars took part with a total of 4 members taking place, even though the insurance premium was subsidised by the club!!!.

The next event was the DAVE RICHARDS Luncheon, which took place on November 26th. That one, every club member received notification in good time, and those that were on email, got a further note ~~ Result, we persuaded/cajoled non members /friends to attend, but still could only manage 11 places for the 12 places we paid for ~~ losing £25!!!!. That small loss is not the issue, but what is, is the fact that there seems to be a lack of interest in Club nights. So please help/support the events we put on.

I am not 100% sure but I think, we will be relegated from Division 2 into the 3rd of the SD34 Motorsport league, a far cry from 3 years ago when we champions for the 6th time. As I have said many times we have a strong "Rallying" fraternity with several crews obtaining top ten placings on the regions local rallies and very well done to them. What we need are few more to have a go at other disciplines of Motorsport, and try and win some of the prestige back.

Enough of my rantings!!!!!!!!!!!!

With that in mind, I have conned/convincing the committee ~~~ Alan & Les (really) to try once again to put another NAVIGATIONAL SCATTER event on, the date for this is going to be

WEDNESDAY 07TH FEBRUARY

Further details will be published as I get them ~ start / finish venue etc. I am informed though, that maps 98 & 103 are required. So please make the effort.

Prior to this, we are running an introduction to Motorsport evening, where anyone wanting to get started in rallying, racing etc will be more than welcome. The format of the evening will be an informal chat about what **YOU** want to do! On hand, I have asked Ian Grindrod and Jack Neal, rally co-driver and MSA scrutineer respectively to attend Ian is happy to show Novices and experts alike, how to plot, interpret regulations etc. These guys are making the effort to attend, in the hope that we can revive our flagging club

Continued on Page 35

All Our Yesterday
(from PDMCs Newsletter 2006)
Continued from Page 34

nights. As some of you may or may not know, I am a member of "Williams Clio" a website/club about guess what ??? yep Clio's. I have got permission from the committee to invite some of these people along in the hope that we may be able to get a few more members to help out etc etc. I hasten to add it **WILL NOT** be a question and answer night on either Jack or Ian's rallying careers. It will be to help solve those "niggling" little things that Scrutineers do, and for what reasons~~ hopefully Jack will explain to those that ask, just what HE looks for when examining cars pre-event. Similarly Ian will help to show/advise "new" and maybe experienced navigators the rights and wrongs of route definition, plotting etc. Hopefully, one or both of the Nav Scatter organisers will be on hand, to explain what is required on there event!! So please come along and make the night a success.

TUESDAY 12th DECEMBER, EARBY CRICKET CLUB

Whilst it is predominately aimed at helping the newer members of the club, everyone is welcome, who knows you may have something to pass on, a little tip that you have found, useful. Then we can all have a leisurely run out on the 07th February.

A BIT OF LIGHT RELIEF!!! ?????

Due to Dave Blackburn's co-driver not being available, I was asked if I fancied doing Weeton, ~~ Clitheroe's event in September. I accepted and away we went. Other Pendle crews included Mick Judson/Derek Lewin in the Astra, Pete Tattersall/Stephen Riley ~Ford Escort, also out was joint crew of James Howard with ex PDMC member Irvin Holton in the Subaru. Having done very little in the way of events during the year and me having to withdraw my entry from Mull. I graciously accepted. A bit like me, Dave had several non-finishes from a couple of events, so he was looking for a finish!!! I had started 2 stage rallies and one road rally and finished none, so I was looking for a result also.

I do not think there was any problem with scrutineering, although I am led to believe "Tatts" was given the hard word over the noise of his Escort that said he was allowed to start. The club had arranged the stages to use the maximum mileage that was available, with 5 plus miles for most of the stages.

Stage 1 was a disaster for us, not expecting the little Datsun to be as quick as it was ~~ sorry about that Dave, the split /merge for lap 2 was nearer to the junction that I anticipated ~~ result we overshot the junction. I told Dave "do not reverse" ~~ and to go through the flying finish and collect a maximum ~~~ Dave decided against that and promptly cut across the grass and re-joined the circuit further on ~~ "missing about 200yds, as we came into the finish control, A grinning Daniel Harper, had realised our error, and suggested "if results do not pick up, and there are no adverse comments?????" ~~ KEEP SCHUMM!!!! Not a very auspicious start to the day, our time given was 8:27 which was about average, better than the 15 minutes for a maximum, which could still be applied.

Stage two was a repeat of one and our time with no problems was 8:10. A quick stage turnaround and onto stage 3, a rather eventful stage to say the least, on leaving the split/merge some nutter in a BMW, thought he could drive through us and get onto the flying finish ~~ if he had been racing, his license would have been suspended!!!!, he "T" boned my side ~~ always the navvies side cops it!!! And continued on his way. I was left holding the door shut whilst Dave grimly drove on. A query to the clerk of course fell on deaf ears ~~~ that's a rallying incident "~~ HORSES**T says I, and off we trundle to try and get the car sorted, thanks here to our service crew of Phil Merrill, who not only serviced the car, but cooked a mean bacon butty thanks Phil, I missed recording my time for that one, due to the incident. Credit to the BMW co-driver, he did come and apologise to Dave, very light relief for us, with the passenger side well stoved in!!! ~~ The Beemer suffered worse though, with a much damaged front end and certainly requiring a new radiator Tee Hee

Stage 4 another repeat, saw us settling in to the groove with a very respectable 7:22, putting us around the mid teens, with Tatts hovering around the top ten, Juddy and James "H" slightly behind us but not out of contention.

The C in C decided after this one, to read the riot act to Dave, over "BAULKING!!!!" ~~ YUP the BEEMER driver accused us of just that, saying we held him up at the first chicane!!!! "Excuse me, says I ~~ pray explain, how do two cars go through a space made for one, and we were in the chicane first ". A bit annoyed by that response, he then threatened us with exclusion, if he got another report. At this stage, I walked up to clerk of course or one of them, had a quiet word, in his shell like about the lack of countdown boards, and no amendment to the regs/finals etc and suggested he go away and read the Blue Book appertaining to stage marking etc ~~~ Problem solved ~~ no more hassle from then on !!!.

The rest of the event was ok for most of us, but quiet a few of the top ten were falling by the wayside, edging us nearer the top ten, but still holding 2nd in class, Tatts and Raz knocking away at the top ten, looking for his best ever result. It was soon to be the last stages for Juddy/Derek, when the Astra broke its engine/gearbox mountings.

All the remaining stages were trouble free until we came to stage 11, which was the first of a pair of final stages requiring only one lap. I shouted at Dave "T" junction 90 left take it, whether Dave was expecting to do two laps, I will never know, but some clever handbrake work, and a run over the grass saw us finish the stage without penalty. The final stage 12, saw us holding an incredible 7th overall and 2nd in class, and with just 4.2 miles to go, and the 3rd in class was someway behind us, we just had to finish, to keep this result. Unfortunately for Tatts, he was not as lucky at the same junction and actually proceeded to start another lap ~~ having gone to far, to correct it as Dave had done, the result was, He had to drive the full lap. Angered by his mistake, he was really flying, to try and make up time, but unfortunately clipped a kerb

Continued on Page 36



There was a papa mole, a momma mole, and a baby mole. They lived in a hole out in the country near a farmhouse.

Papa mole poked his head out of the hole and said, "Mmmm, I smell sausage!" Momma mole poked her head outside the hole and said, "Mmmm, I smell pancakes!"

Baby mole tried to stick his head outside but couldn't because of the two bigger moles.

Baby mole said, "The only thing I smell is molasses."

AUTOSPORT, February 4th 1955

can you really RALLY?

If not, do not enter for the
JEAN'S GOLD CUP RALLY
to be run on Sat/Sun 26/27 Feb.
This is truly the rally man's
event. No trick rules or tests, just hard
driving and hard navigation. So come
on you keen types—enter now!

INVITED CLUBS

The Bolton Le-Moors Car Club
The Yorkshire Sports Car Club
The Lancashire & Cheshire Car Club
The Furness District Motor Club
The London Motor Club
Blackpool & Fylde Motor Club
The British Automobile Racing Club



Regs. from
The L.M.C. Competition Secretary
50 St. Anthony's Road
Liverpool, 23

THE LIVERPOOL MOTOR CLUB

All Our Yesterday (from PDMCs Newsletter 2006) *Continued from Page 28*

The resulting damage sidelined the Escort, and with it a certain top five result. James had a good run, bringing the Impreza home in 2nd in class in only his second event, well done to all. Obvious commiserations to those who retired Tatts, in particular who was the quickest of us all, throughout the day. But has luck was with us, once again lady luck had left Tatts and Razz's side. Apologies about it being all Dave & I, but the event was in September and I cannot remember exactly the times etc etc. If anyone has any reports or something to put in the newsletter please feel free to send it.

(Nothing Changes - Moz)

Finally congratulations are due. To the local World Champion,

Yes, **Ken Skidmore** owner of AUTOTEK ~~ the Subaru Rally preparation company, we visited last year. He has won the PWRC championship, with Nasser Al Attayah, What a nail biting finish, Nasser retires from Rally New Zealand, with a blown engine and cannot rejoin the restart, however the rules classify him as a finisher ~~ all legit, and give him two points, this with the six point lead he has over nearest rival Nutahara ~~ with Padiham based co-driver Daniel Barrett!!! Means they have to finish at least 2nd in class beat him (Nasser). At the point of Nasser's demise, Nutahara is 7th in class, then on the next stage 4!!!! Yes 4 drivers in front retire, promoting Nutahara to 3rd, where he unfortunately (or fortunately for Ken) stopped, handing the PWRC to Nasser. Ken's text from New Zealand, to me ~~ "Not a bad result for an ex Milkman" (Ken's previous career), I am sure you will join me in wishing this Pendle member, hearty congratulations.

FRIDAY 9th FEBRUARY SUN INN @ TRAWDEN.

Further details, price/menu etc will be distributed as and when the booking is confirmed.

Due to a very low entry in the Sprint and Hillclimb championship, although they competed, Father and son Liam & John Lambert only managed the minimum required to qualify, mainly through illness and mechanical breakdowns, however both did start at least two events, but John having the better finishing, so the championship trophy, remains within the family exactly as last year. Unless there are others who have done at least two hillclimb/sprints during 2006.

So there we have as another year draws to a close. My thoughts are already racing ahead to February 17th ~~ the North West stages and whether I will get a ride on this superb event. The event this year is reverting to the one day format, with scrutineering taking place on the Friday afternoon

.An early reminder for you, that subscriptions are due at the end of this month same price £12

More from P&DMC Next Month

Gemini Communications

RALLYING

Provisional Dates for 2020

Sun 5th July
Greystoke Stages
Greystoke

West Cumbria MSC

Sun 16th August
Gareth Hall
Trawsfyndd
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 &
Sun 15th November
Glyn Memorial
Ty Groes

C&A MC

Greystoke Stages

Sun 5th July

To all who help support the
running of Greystoke Stages

As the organising committee we are reviewing plans to run Greystoke Stages on July 5th. Due to the Covid 19 situation it is very difficult to know what will be possible and equally desirable in July. After assessing when significant commitments will be required, we have decided that it is best to just defer any decision on if the event shall run this year until the end of April when we expect have a clearer understanding of the situation. Planning behind the scenes is still continuing so the event will be 'ready to run' should the situation allow it to do so. We will update you all in due course.

In the meantime, we just wish that you, friends and family are all keeping safe during these times.

**Richard Christensen & The
Greystoke Stages Committee**

Bike Rides



Sun 13th September
Manchester to Blackpool

TRAINING

18th July

Fire Training

Darwen Services

5th 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
..	G 51	Gerry Morris	10 points
27	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
32	G 28	Andrew Taylor	5 points



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Someone does read what I write!

Thanks very much for the note and I LOVE the duck .



Keep 'em coming – we need as much entertainment as possible.

Yours is very welcome.

Sue Sanders



Being in 'Lock Down' means that I have only been out of the house to go to 'the shed' now for just short of six weeks so I don't really know how things are out in the big wild world other than what I can see on TV or read about on line. From the internet I understand that fuel prices have dropped significantly (Unless it's a Shell Station), in fact they have dropped by the largest amount since 2003 - **BRILLIANT** - when I am in lock down and cant go anywhere to take advantage of this saving. I just wonder how far they will fall.

On pages 20 to 22 Ed Graham of Hexham & DMC has written a potential history of the Pirelli International Rally from the first one in 1975 to the one last year. When it started off in 1975 it was called the Tour or Cumbria and it was the first Stage rally that I did with Tony Worswick as a 'getting to know each other' before contesting the 1976 Car & Car Conversions Stage Rally Championship. The Following year we did it again as part of the Castrol Autosport Championship where I first bumped into Keith Thomas (see Pages 44 to 47) who was Co-driving for a young Malcolm Wilson

In this months edition of Spotlight I have retained SD34MSGs Calendar, Championship Rounds, Championship Tables, Championship Classes and Registrations along with Club Meeting venues. I have also done something similar with ANWCCs Championships. With All Motorsport being cancelled and the vast majority of clubs not having meetings (All as far as I know) there seems no point in filling pages just to fill pages so they will not be in the June edition (and it will probably be the same in the July edition too)

To while away time during Lock Down several clubs have organized table top rallies on line (one of the more imaginative was that of Neil Raven of Ilkley & DMC), however I chose to do the one organized by Richard Barnard from West Cumbria MSC.

Round 1 I was doing OK until the last section when I had a 'mare (plotting the control a whole grid square out didn't help) and I finished 6th.

Round 2. Some serious competition this time round (Ian Tullie, Richard Glendinning, Phil Griffiths & Rob Jones). I finished 5th, Iain Tullie finished 4th, Rob Jones finished 6th and Richard Gendinning was 1st again.

Round 3 was on the Easter Sunday. Richard had said that this one would be a little more difficult. I overcomplicated the first 2 sections and made it more difficult for myself. Richard Glendinning was 1st AGAIN! Iain Tullie was 2nd and I was back in 6th place.

Round 4. A two day (well, evenings really) with two Clerks of Course. Helping Richard we will now have Iain Tullie doing a night each. Think its now going to get a whole lot harder from here in.

Tucked away on Page 51 is a letter (that Les has sent me as part of a tidy up) dated 16th March 1996 from me to Les Fragle re the proposed Tong Park Stages. It never ran - in my opinion the venue was far too rough and the venue owner never did sort out the roads to my satisfaction so instead we ran the 1st ever SV Stage Rally at Blyton.

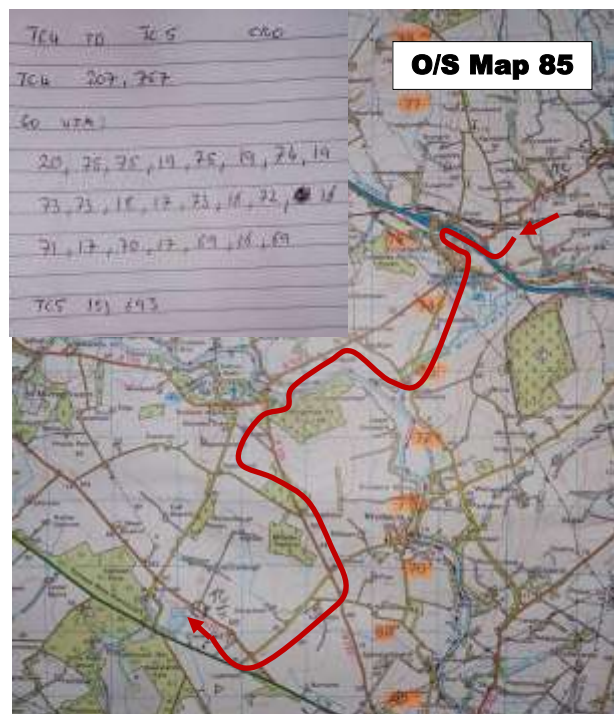
By Wednesday the 15th I had an almost full mag. So with no real Motorsport to get reports from decided to publish this edition early !

Grumpy Old Git Still Wittering On & On & On



Fuel Cost Per Litre

Deisel	116.36
Unleaded Petrol	111.19
Super Un leaded	130.05



A World And An Industry in Crisis

Sorry there is only one subject this month. The tragic effects of Coronavirus dominate and make anything else of no importance at all. I'm typing this on April 13th to meet the first deadline so no doubt things will have changed significantly by the time you read it, sadly I doubt if the changes will be for the better.

Currently there isn't a car factory in Europe open for business as far as I'm aware. Nor is there a UK car showroom open to visitors officially at least although some are ignoring the rules. Most dealer workshops are open for NHS and emergency cars only although commercial vehicle workshops continue to work on not just those but also the vans and trucks vital to keep the nation's supplies, particularly food, moving. The current crisis has made many people look at what's important in life and hopefully one change is an appreciation of the often vilified truckers.

The UK lockdown started with the pubs being closed on Friday 13th March (how appropriate!) with the closures extended dramatically on Monday 16th when car showrooms and other "non essential" retail outlets were included. Things had started slowing even before that announcement with people afraid to travel unless necessary and many working from home. Of course March is the biggest month of the year for new car sales in the UK with the introduction of the new 20 registration plate. How many have you seen? Not many I'm sure! As of March 23rd registrations were only 4% down on 2019 at the same date but business then virtually stopped and the end month score was a whopping 44% down on 2019 – that's 200,000 sales! April sales are likely to be "negligible". Some of this will be recovered when things begin to return to normal whenever that might be. An awful lot of sold vehicles didn't get delivered before the shutdown and dealers tell me they have had few cancellations with most customers who had ordered a new car for delivery in late March or April still intending to take delivery when possible. Of course for manufacturers this isn't just a UK situation. March sales were 85% down in Italy, 72% down on France and 69% down in Spain, and all will suffer probably equally badly in April.

So the manufacturers have been very hard hit. With Factories closed for about 5 weeks now and sales virtually halted that means no money coming in but costs continue. VW Group are reported to be losing \$1 Billion a week. Jaguar Land Rover will run out of cash at the end of May and unless the rules are changed they can't get a Government loan under the CBILS scheme because their credit rating isn't good enough. Of course they could look to their Indian parent Tata to bail them out, but the situation in India is pretty desperate and Tata have enough problems at home perhaps? Renault have asked the French Government for a 5 Billion Euro loan to enable them to survive. Had Aston Martin not received in March the financial rescue package from a consortium led by Canadian tycoon Laurence Stroll they would undoubtedly be bankrupt by now.

So that's where we are, and where we'll remain for a while at least. However there seems to be an acceptance that UK lockdown can't last for very much longer or we won't have an economy left. You'll know more I imagine by the time you read this. Most dealers I know are planning on the basis the showrooms will reopen sometime in May, the optimists (and you wouldn't be in this industry if you weren't optimistic) think early May. Of course that doesn't mean the car factories will reopen at that point, it's harder to achieve social distancing in a factory environment although I know the manufacturers have been working hard on that for some time now. Whenever things do restart there are two big questions. Will customers still want to buy a new or used car and what will be available for them to buy if they do?

Search engines like Car Wow and Autotrader report continuing interest from potential buyers with search volumes holding up well, in some areas increasing. One has to ask if that means people are genuinely interested in a new car or are simply filling in the extra spare time they have when confined to their homes? Autotrader surveyed those searching their site and 14% said they wanted to buy a car as soon as possible with another 58% saying they fully intended to buy but later in the year. Dealers and manufacturers alike will take some reassurance from that. And of course there is the factor of pent up demand. A proportion of those who intended to buy a new or used car in late March and April will still want to do that so that will be a start for the industry. Equally many businesses and individuals will have used up their reserves and taken on fresh debt during the crisis which will make them less likely to make a major purchase. And sadly most forecasters expect significant redundancies to be declared once the furlough schemes end. I've no doubt unfortunately this will be very true for those involved in dealership sales roles. With dealers battered by a period with no income and sales for the rest of the year certain to be down I fear 10-20% of car salespeople will be made redundant shortly.

Continued on Page 41

So will cars be available to buy? Obviously some will, the unsold stock that was there in mid March is still there and manufacturers and dealers starved of cash will be desperate to turn any available metal into money. Therefore I don't expect manufacturers to reduce discounts, perhaps quite the opposite. Ford have already announced an offer that covers 6 months' finance payments for those ordering a new car or van in April and May. I think others will have similar offers soon. However not everything will be available, until the factories restart there simply is what there is. And when those factories restart there will be component shortages because the factories that provide them have been closed also, so in many cases car makers will have to build what they can not necessarily what they and the customers want. Certainly we're advising our customers that if they factory order a car or van they should plan on getting it by Christmas and if its any earlier take that as a bonus! Also manufacturers will be looking to build what they can sell quickly as that means cash in the bank earlier. Jaguar Land Rover have already said they will prioritise building Range Rover, Range Rover Sport and New Defender models as these sell quickest and are also their most profitable cars. The new all electric XJ and the facelift on the XE have been put back.

Used vehicles will also be in short supply. There was a shortage in January and February as I've mentioned before. It was expected that part exchanges coming in against new cars sold in March would cure that, but of course March came in about 40% below forecast so 40% less part exchanges. As with new the used car stock that was there in mid March is pretty well still there but whether that is enough to supply the demand depends entirely on the strength of that demand. Near new cars will be particularly short because the rental companies won't be selling anything like the usual volume of cars. Reason being their car fleets have pretty well stood idle since early March. Their customers are business travellers and tourists, both have been in very short supply and that seems likely to continue for a long time yet. In most cases rental companies have contracts with the manufacturers that say they can't sell the cars until they reach a certain age and mileage. Whilst they may currently have reached the required age it is most unlikely that many of them are up to the specified mileages.

Like many other areas of life the industry won't emerge from all this unchanged. Sadly there will be dealers who won't survive financially. The manufacturers have almost all given financial support to their dealers but their ability to do this is certainly not unlimited. Even the most optimistic forecasters believe that UK new car sales will end the year 20-25% down on 2019, and 2019 wasn't a wonderful year. Used car sales will also be down, perhaps by a little less. Both dealers and manufacturers will have to cut costs. This is why I expect redundancies in the showrooms. It's also expected that more customers will be for awhile at least prefer to deal remotely, buying online and having the car delivered direct. With manufacturers desperate to cut costs changes like Ford reducing its dealer network by almost 50% will probably happen quicker than was previously planned. The required cost cuts will impact an motorsport (see below). The change to electric vehicles will likely happen more slowly. First the extra cost of these over internal combustion will be less attractive to cash strapped buyers. Second the dramatically lower oil price will filter through to the pumps making the fuel cost saving of electric less. And third I expect the launch of new and improved electric cars to slow as manufacturers will have no choice but to cut development budgets. This slowing of electric sales will make it even more difficult than it already was for manufacturers to achieve the stringent EC emission targets, with failure resulting in vast fines. The EC may well have to relax on this or face bankrupting the European industry?

Of course in the UK there is another motor industry, the motorsport one. Motorsport as we all know has stopped. Whilst there are increasingly desperate efforts to put some sort of an F1 calendar together even if behind closed doors for the TV audience only it seems unlikely now anything will happen before July, more likely August. Same applies to WRC with hopes but no certainty that may restart with Rally Finland in August. And the lack of activity goes right down to grassroots level.

As they say the bigger they are the harder they fall. There are no bigger spender than the F1 teams so the financial hurt is greatest there. With budgets ranging up to and over \$300M a year not travelling to races only saves a fraction of this. Currently there are 10 F1 teams. It's thought that when things eventually restart at least on (Haas) will be missing from the grid. There are several others in danger though. Williams have re-mortgaged just about everything they have to secure new funding. Assets pledged as security include all their land and buildings, all factory plant and equipment and even the priceless collection of over 100 Williams F1 cars going back 42 years.

However I think that the manufacturer teams are also in question. I mentioned above that Renault are seeking a loan of 5 Billion Euros from the French Government. Would you not expect those responsible for French taxpayers' cash to question the F1 budget before parting with the Euros? Mercedes like every maker will be under enormous pressure to cut costs. Again the F1 expenditure is bound to come under close scrutiny. And of course that doesn't just cover what manufacturers spend on F1. It means what they spend on motor sport, F1, WEC, WRC, Formula E, DTM, NASCAR, Indy, and so on through all categories. Amateur motorsport will be affected as much as professional. Most private owners can afford their racing or rallying because they have a successful business, often in the motor trade. If that business becomes less successful the "fun money" disappears. This means cars don't need prepared or repaired, engines don't need built or rebuilt, spare parts and tyres don't get bought. Motorsport is a big industry in the UK and sadly the effects of the virus are going to be felt at all levels of that industry.

You may find this hard to believe but I normally enjoy writing this article every month, but not this time. Of course everything I've said pales into utter insignificance against the tragic loss of life experienced all over the UK, all over the World. Let us hope that the efforts of our medical professionals and scientists mean there can be even a hint of good news next month.

Paul Gilligan

PS See Page 43

pg@gilliganvehicleconsulting.co.uk
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Reflections of the Virus:

1. Half of us are going to come out of this quarantine as amazing cooks. The other half with a drinking problem
2. I used to spin that toilet paper like I was on Wheel of Fortune, now I turn it like I'm cracking a safe
3. I need to practice social distancing with the refrigerator
4. I still haven't decided where to go for Easter - the living room or the bedroom
5. Every few days, try your jeans on just to make sure they still fit. Pyjamas will have you believe all is well in the kingdom.
6. I don't think anyone expected when we changed the clocks, we'd go from Standard Time to the Twilight Zone
7. This morning, I saw my neighbour talking to her cat again. It was obvious she thought her cat understood her. When I got back into the house, I told my dog and we both laughed.
8. My body has absorbed so much soap and disinfectant lately that when I pee, it cleans the toilet.
9. I'm so excited it's time to take out the garbage. What should I wear?
10. I hope the weather is good tomorrow for my trip to "Puerto Backyarda" cos I'm getting real tired of "Los Livingroom"

Classified ad:

Single man with toilet paper seeks woman with hand sanitizer for good clean fun

Better 6 feet apart than 6 feet under....!!

Stay safe xxx

Our Ref: PG.DD'H

County Garage



Your Ref:

18th March, 1985.

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**The PG in the Ref is Paul Gilligan
See Previous pages (inside the Industry)**

PERSONAL

Mr. D. Orrick
Editor
Road Sport
St Leonard's House
St Leonardgate,
LANCASTER

Dear David,

Having exhausted all other possibilities I must now write to you and confirm your place as Co-driver for our Sierra Cosworth this year. Your contract terms are very similar to those that operated last year and are as follows:-

1. In the likely event of us being able to find somebody better you will be instantly dismissed without compensation.
2. You will be required to carry out all normal co-driving functions (whatever that may mean!) together with preparing the car — cleaning the car — getting the drinks in etc.
3. As a special concession — subject to satisfactory performance, you do not have to pay us this year.
4. In order to make the budget savings necessary to allow the concession in (3) above, we will not be staying in hotels this year. Instead we have purchased a second-hand Argentinian Army Tent. It will be your responsibility to transport this to events and erect it ready for the rest of the team to arrive. Once camp is set up you are of course responsible for all catering and cleaning duties and it is also your responsibility to dismantle the tent and keep it safely until next required.
5. I was going to suggest that you be responsible for PR activities to maximise media coverage — however, although I do believe that you have abilities which can be used in (4) above, I see no point in asking the impossible!

I know that you will be amazed, excited and delighted by this generous offer. This year does of course give you the opportunity of achieving fame and fortune beyond your wildest dreams. I know that I can expect your written acceptance by return.

Yours sincerely,

Dirty Finger Nails Club

So, if you are locked down and can't go out what do you pass your time doing especially as most people have more time on their hands than is usual. This question was posed by Ian Cowan, he suggested that I find out what is keeping people busy and occupied in case it gave other people some ideas they could follow so I suggested Ian let me know what he was doing and I would circulate that then others can send me a few pictures and an e mail describing what they are doing I will then endeavour to send the various contributions out to our mailing list which has over 100 addresses on. I can't send out an e mail with everyone's addresses shown because of data protection laws so I will need to act as an intermediary but do send me some details of what you are up to whether its polishing your car/trophies, taking up knitting, building an engine or building a car it will help others pass a bit of time and may give people a few ideas.

Mike Mansergh I know is restoring a very unusual kit car, hopefully Mike will send me a few pictures and a bit of information, **Graham Kirkpatrick** has got his Ford model Y up and running after 40 or 50 years yes that is correct 40 or 50 years no less, perhaps a little video might be forthcoming showing this momentous happening.

Alan Smith was seen painting the edges of his front door steps in white of his imposing ex sea captains house overlooking Harrington harbour, the house has ornate railings and years ago many houses had the edges of steps painted white in order to make them more visible when the streetlights were dim gas lights. I bet not many of you take up that activity but it is rather unusual and might just trigger an idea in your head.

Dickie Milne is having a garage clearout/tidy up, well he would have been clearing out the garage but as he lives in Carlisle in an area that was flooded in the past a threat of big floods recently saw his son Mark clear out the garage and put the various car parts engines out of harms way. Where do you put valuable car parts and engines in a situation like this, in Dickies bedroom of course. Dickie is not having a garage clearout but a bedroom clearout and also the upstairs landing and other "safe" places in the house ! Good thinking Mark but I hope you help dad carry the items downstairs he doesn't want to be booking himself in for a hernia operation.

What is **Kirk Rylands** up to ? He is not exercising his cars I'm told but Kirk is being exercised by attending to the fabulous gardens that he and his wife Allanah have opened so many years in the past for the open gardens charity scheme. We really miss the classic car gathering and open gardens day now they have decided to call it a day, the work load in getting everything ready was phenomenal.

However all is not lost, **Andy Prickett** from Blindcrake is the lead guy organising a similar event in Blindcrake village with open gardens, classic car show , teas etc. Unfortunately I was going to give you the date of this event in June but with the current situation this date is very unlikely but never mind when it is scheduled to take place I will keep you posted.

Keith Thomas

More Covic 19 Adventures on page 45



Keith Thomas hard at work on the rear of the A7, and below making spring loaded bonnet flaps with home made handles & flaps



Classic Webb mower, bought for £18 restored and up and running. It does a nice cut, got a bit carried away. I think I'm half way to making a golf course!

: **Graham Miller**



Graham Miller :

Piggery walls and timbers taken out to make a nice useful space for more cars! 4 post hoist to go in too, but I need to modify a roof truss so I have space.

Graham is self employed and builds the gear boxes and diffs etc for Malcolm Wilsons M Sport rally cars and Bentley race cars which of course have won events all over the world, it would be impossible to have any better guy do such work.



*The A7 was ready for painting. However it's been mothballed for the present. However it's not too far off. Yesterday I managed to fire up the 3 bearing engine. Bit noisy in the shed with no exhaust pipe. Seats are sorted but need bits for the gearbox. ie clutch release bearing, oiler and big spring. : **Eric Smith***



Clive Kennedy firmly believed that his days of grovelling under a car were over !!

As money is the best labour saving device known to man, his intention was to sub-contract this job. Dropping the sump on 1926 Austin 12/4 Clifton (known in some circles as 'Gumdrop') to replace the oil pump. A rebuild project which has been on-going for 40+ years!



Ian Smith has finally got the 12/70 engine rebuilt and up and running all we need now is a hill climb ,,,

**Continued
On Page 46**



Now this really is an inspiration to us all

Superb progress by **Alan Harrison** who most of you know but driving his gorgeous XK150 Jag The first photo was June 19 the second today 11th April



Eddie Farrell when not preparing his E type Jag for racing at Classic LeMans, Classic Silverstone, Spa and other European and of course American circuits relaxes by doing something completely different, he is restoring his Lotus Elan. Well it is different than the E type because for a start it has only 4 cylinders so totally different !



I am currently restoring a GSM Delta which I bought as a bare body/ chassis. The expression 'biting off more than I can chew' applies, but it is now complete apart from bodywork which will take me at least until the end of lockdown. : **Ed Glaister**



Chris Spencer has found a novel way of occupying himself, restoring his old cement mixers. Perhaps he has a few jobs lined up for his wife Barbara that she doesn't know about !

He made a complete new cab for a Kubota digger, I saw it a few weeks ago it was fantastic with proper door seals and everything, you wouldn't have known it hadn't come new from the factory.



Just received this today of my younger son Justyn who lives in Melbourne and has a garage full of cars but obviously using this game setup to stay sharp for when rallies begin again. He builds road train trucks for Kenworth but they are closed currently for a couple of weeks pending a government OK to restart. I have been kept interested by joining the HERO Table Top Rally which involves completing five sections each week until May. Answers are submitted at the end of each week and entry for the series was £30 which goes to charity. So far HERO has donated £10,000 to the NHS charity fund which is not bad for 'out of work' navigators in two weeks. The XK is on the lift and getting some TLC of a fairly non technical nature but within my capabilities. : **Ron Palmer**

Dirty Fingernail Club : Continued from page 46

Gerry Michelmores : Imagination !

If you had a Citroen Berlingo and a Carden cyclecar and you wanted to compete at Wiscombe in Devon would you ever in your wildest dreams have imagined that the Carden would go into the Berlingo, well it doesn't. That didn't put Gerry Michelmores off however, he devised a method of making it fit as shown in my photos.

You will note there is a winch handle sticking out of the side of the Berlingo near where a petrol flap would be situated, this is connected to a winch, obvious isn't it. What is not obvious however if you look at the tailgate there is a circular pipe, any idea what this is for ? This is the flue pipe for his stove so not quite so obvious. What is the stove for? Its to keep Gerry cosy when he sleeps overnight in the Berlingo of course.

Gerry is eccentric as you may have gathered but I had an hilarious time chatting to him in 2013 when we were both competing at Wiscombe. I asked him if he ever gets stopped by the police, "all the time " was his reply, what an interesting guy, its people like him I love meeting and there are many similar characters fortunately at the Revival or VSCC type of hillclimbs I compete at with my Buckler.

Gerry lived on a canal boat in London, I gather he rubs a few people up the wrong way because he is the not run of the mill sort of person but nonetheless a very clever guy and a very nice one, if I get time I will try to remember a few more little anecdotes about him at some stage.

So David Agnew if you need any further ideas about getting an Austin 7 into a Transit you could do a lot worse than contact Gerry although with his logic he may suggest you put it on the roof and use the Tranny like a motorhome.

Any more people got any stories about how they are passing their time during the lock in, I've had lots of feedback asking for people to keep their stories coming.



David Agnew dragged his old Transit out of the barn where it's been hibernating for the last 17 years, it fired up quite easily but the clutch was stuck on. A few times around the garden eventually sorted that. He is not sure what to do with it now, so will probably put it back in the barn.



John Johnstone keeping himself busy so he doesn't have to do the hoovering I suspect. In these very different times not a lot going on in the Camp Road workshop.

The present project a VW golf 2 litre gti, saved from going to the breakers yard it is just run in at 227 thousand miles!! A little bit of body repair, new drivers side sill panel, a starter motor and cambelt replacement a bit of servicing and is now good to go for another 100 thousand! The XK8 is very much in the naughty corner, the engine ECU is about to be dispatched to have its gremlins removed for good, fingers crossed.

All is well with the Morgan but it is not good for shopping, and is missing all this lovely weather.

A major paint and spring clean for the workshop is the next on the agenda, must keep playing, all the best to everyone



I'd like to show a photo of my evening meal but I ate it.

Being poor old pensioners we don't eat all that often so as we looked longingly at our big juicy cat our lovely neighbours next door phoned to ask if we could use a couple of pieces of belly pork off their barbecue. I took the begging bowl to our usual exchange point on the garden fence from where it was loaded up and I returned to feast. Denise and I fought for a while but we eventually settled on one piece each. She's stronger than she looks. Our first hot meal in weeks was savoured and we even allowed the reprieved cat to lick the last smell off our plates.

To make things worse my rich friends of a couple of miles away publish Facebook photos of their evening meals each day, she is a wonderful cook and he is a practiced consumer.

With everyone being locked down we are considering a rustling raid after dark but he's big and strong so I may send Denise in first. And so to tomorrow, I hope to bag one of the plentiful magpies or maybe even a squirrel although I think we had most of them.

Fish are off the menu, our local Heron saw to that, even the frogs have deserted our garden pond.

The police moved Denise on from her regular begging spot outside the supermarket so things are tight at the moment but with great friends on the street we'll cope somehow. Stay safe everyone.

John Rhodes : Airedale & Pennine MCC



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Photos Courtesy of Tony North



Ex Kevin Furber

1986 PEUGEOT T16 E1 'GROUP B

- Built by Peugeot Sport UK under the guidance of Des O'Dell. Sister car to the actual factory owned T16
- 1.8-litre, turbocharged, 16v, transversely-mounted, 4-cylinder producing 350+bhp and 332lb.ft
- Used by Jon Woodner with great success in the US between late 1984 and 1988
- Purchased by Peter Johnson and shipped to New Zealand in 2000 prior to a full recommission
- Fully rebuilt and upgraded by Kiwi rally legend, Rod Millen, to a remarkable standard
- In the UK since 2004, invited everywhere and actively displayed by its owners
- A comprehensive history, large owner's file and a substantial spares package
- Fabulous opportunity. 'Group B' cars with this pedigree and known history rarely come to market

The Peugeot 205 T16 'Evolution 1' marked Peugeot's 'works' entry into top-level rallying, shaking the world of WRC 'Group B' with its raw speed. From its debut with Ari Vatanen at the wheel, it was the car that provided two years of almost complete domination of the WRC by the Jean Todt-led Peugeot Talbot Sport team. As well as Vatanen, Bruno Saby, Timo Salonen, and Juha Kankkunen contributed to a total of 13 outright wins between 1985 and 1986, placing Peugeot at the pinnacle of Group B until it was eventually banned on safety grounds in 1987. The car's clever, mid-engine 4 x 4 packaging with an accessible, transversely-mounted engine and suspension, and great drivability made it almost unbeatable. With a 16-valve head, a 7:1 compression ratio and fuelled by Bosch K-Jetronic multipoint mechanical fuel injection compressed by a KKK turbocharger running at 1.5 BAR, the little four-pot developed as much as 350-horsepower at an incredible 8,000 rpm. Max torque was 332 lb.ft at 5,000 rpm and, coupled with a relatively svelte 2,160 pounds, acceleration was almost linear prompting some drivers to complain of 'tunnel vision'.

As one of the most successful rally cars of the astonishing Group B era, the T16 has largely been overlooked, with people idolizing the Audi Quattro for its innovative four-wheel-drive system or the Lancia 037, which was the last rear-wheel-drive car to win the WRC Constructor's title, and the 205 has, for too long, remained the unsung hero. The example offered here is 'the' Jon Woodner Car, # S007. Commissioned by the wealthy American Real Estate Developer and rally driver in 1984, it was built by Peugeot Sport UK under the guidance of Des O'Dell, before being exported to the United States for Jon's outings in the SCCA Rally Championship. The Peugeot arrived in the US late in 1984 and its first 'shakedown' was at the Carson City International Rally on December 8/9th. The rally was won by Hannu Mikkola but unfortunately 'S7', co-driven by Ty Holmquist, recorded a DNF first time out. The following year, with Tony Sircombe now navigating, only two rallies were entered but 1986 proved a more productive year with 7 SACCAs rewarding Jon and Tony with 5 podiums. The high spot of 1986 was undoubtedly the Olympus Rally in early December which, for the first time, was an official round of the World Rally Championship and consequently Jon and S7, as leading 'privateers' were treated to 'works support' and an abundance of factory upgrades. 1987 was to be another full season for the team with events in Ireland, France and Belgium however the Peugeot remained at home in the States enjoying five outings in SACCAs achieving two seconds and a third in very competitive fields. In early April 1988, Chassis S7 made its final appearance in Jon's hands at the intriguingly named Chattahoochee Forest Pro Rally poignantly resulting in an 'Open Class' win. Sadly, Jon was killed in an aeroplane crash on the 24th of April 1988.

Having acquitted itself brilliantly over the previous three years, Jon's beloved T16 was put into storage by his widow in 1989 and she rejected repeated attempts to buy the car, however, in 2000, Peter Johnson, a New Zealand businessman was successful in purchasing S7 and it was immediately shipped to NZ. On its arrival, he commenced a full recommission stripping the car to a bare shell. Rod Millen, the renowned NZ rally driver, Pikes Peak winner and car preparation expert was enlisted and he completed the rebuild including bodywork, engine, turbo, Pectel fuel injection system, new wiring, seats, safety equipment and a total no expenses spared replacement and upgrade of the suspension (Proflex), wheels and brakes. This more-modern spec enabled the car to qualify for current events and it subsequently enjoyed outings in the world-famous, 5-day Targa NZ and even UK/Ireland based rallies such as the Killarney International. Peter then formed an agreement with Lancashire-based, ex-works Peugeot driver, Kevin Furber, to buy and keep the car in the UK. Kevin had been around the factory in period and knew the car well so this was a dream fulfilled. In 2005, Andy Medicott purchased a 50% share in the car to become its joint owner. Since that time the car has been maintained to the highest of standards, regardless of cost and has been invited to and appeared at lots of major motoring events, both in the UK and Europe – Goodwood, Rallycar Day, Rally GB, Race Retro etc. not just as a static display but one that is ready to be driven and enjoyed.

Springhill Motorsport Club



**F.M.Ellison,
Hale Head House,
Hale, Minthorpe,
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Tel. 01539-564410 (Home)
01931-716494 (Work)
Fax 01931-716112
16th March 1996**

**Mr. L.P.Fragle
SD(34)MSG Secretary
16 Blackthorn Close
Newton with Scales
Preston
Lancashire PR4 3TU**

Dear Les,

I was Clerk of Course on last years Brockhall Village Charity Stages. I had hoped to run the event again this year but negotiations with Gerald Hitman of Brockhall Village have not been fruitful add to that the complication of Blackburn Rovers Training Facility at Brockhall and the disruption that they caused last year it has been decided not to run Brockhall this year. As the site is further developed it will become increasingly difficult to run at all.

However, we have been looking at alternatives, and have secured the use of Tong Park (Bradford) for a Multi Use event on Sunday the 1st of September 1996.

Tong Park offers approx 35 miles of competative stages. The venue is forest style , all the roads are unsealed and in mature woodland. It has been used before and was a little rough. We have negotiated with the owner and arranged for the roads to be resurfaced or re-graded prior to the event. When this work is completed it will be a superb venue offering forest style rallying for the price of a single venue event. The site owner is very keen to make more use of the venue for motorsport and will invest the necessary money to make it a success

I have managed to get a little sponsorship from Mashlin (a division of Ferodo) for the event and it will possibly be called the Mashlin Tong Park Stages Rally.

I wish to invite SD(34)MSG to this event and would be pleased if it could be included in the Stage championship? If it is possible for Tong Park Stages to be a Championship round can you furnish me with a list of Chapionship Contenders for me to send regs to ?

Yours sincerely

A handwritten signature in black ink, appearing to read 'M. Ellison', written in a cursive, flowing style.

Maurice Ellison



FUCHS Mini Classic Challenge

Round 1

LDV Donnington Rally

Sunday 15th March 2020

Clitheroe and District Motor Club with valuable assistance from lubrication technology leader FUCHS LUBRICANTS, will again promote a championship for Classic Minis, Sally Travis – Marketing Manager of FUCHS LUBRICANTS - said 'We're pleased to be title sponsor to the Classic Mini Challenge - we have a long history in motorsport and our proven products are demanded by everyone from club-man competitors to professional race teams. This opportunity will give FUCHS LUBRICANTS a wider involvement in the classic car sector and we wish all competitors the best of luck for the coming season and thank the organisers for their good work.

The first round of the 2020 season is the LDV Donnington Rally run by Dukeries Motor Club, 5 of the 9 registered crews started the rally. Steven Robinson was side lined from the start having to use his BMW Mini Cooper rather than his classic mini due to over running body work repairs but the still joined the fun. Jim Brindle demonstrated his years of experience with setting a time on the first stage over a minute faster than Martin Melling with Louise Thomas a further 7 seconds behind Barry Stenhouse had to stop with electrical issues but was recovered and re-started on SS3. On SS2 Brindle pulled a further Minute from Thomas with Melling Spinning dropping 31 seconds. On SS3 Barry Stenhouse matched time with Louise Thomas whilst Martin Melling was only 6 seconds behind them. Jim Brindle was still demonstrating his superiority with a cool 1 minute 22 Second advantage on this test.

After a 2 hour lunch halt conditions improved and Louise Thomas went progressively faster leaving Martin Melling and Barry Stenhouse behind cementing her second place, Brindle joked he was enjoying it so much he could do an extra lap and with over 5 minutes advantage he would still remain leading Mini. Steve Robinson was still pushing on and despite having lost fifth gear he was still getting close to Jim Brindles times.

The final two tests all held station with Brindle continuing to be fastest and Thomas 2nd fastest. 1st Overall Jim Brindle / James Squires 2 nd Overall Louise Thomas / Heidi Woodcock 3 rd Overall Martin Melling / Lewis Griffiths 4 th Overall Barry Stenhouse / Andy Hutchinson



My vet friend received this letter from RCVS today:

The Royal Collage Of Veterinary Surgeons has today issued this statement;

Should Veterinary Surgeons get called up to aid the NHS with the Coronavirus crisis, we are sure our esteemed profession will come to heel immediately, seizing their new roles like the proverbial dog with a pet-safe chew toy.

However, we do have a few words of advice;

Although PPE is in short supply, arm length gloves will NOT be required. Patients have enough to worry about without seeing farm vets in their usual gear. This is also true of calving jacks and ropes, should you be seconded to the maternity units.

Instructions have been given to all staff and patients to refrain from touching their faces. Remarkably, the humble buster collar hasn't yet been utilised but if it is, we are advising that rapid deployment of Veterinary Nurses will be required to construct and fit the bl**dy things.

Please remember where the thermometer goes (and does NOT go) in humans.

We are advising your medical colleagues to try to remember to not request that you 'put a patient to sleep'. However, if this does happen, PUT THE SYRINGE DOWN.

If you are asked to take a blood sample, remember that the patient does not need to be restrained by being nestled in your chest (no matter how much they might like it). Nor are you likely to be required to wrap them up in a towel or place a muzzle. However, if you are stationed in paediatrics, your handling skills may actually come in extremely useful.

It is important to put patients at their ease in the hospital. Although it possibly isn't standard practice in the human field, do continue to compliment your patients on their shiny hair/excellent teeth/ideal body condition as appropriate. Calling them a 'good boy/girl' will hopefully be taken in the spirit it is intended but ear tickling or a vigorous bottom rub may be considered a little too much. It is unlikely they will want to lick your face but if they do, it is in any case not permissible under the current hygiene restrictions and should be discouraged.

We hope you find this advice is helpful as you transition from hairy, four legged patients who can't speak, to slightly less hairy but more chatty ones.

At last, we can truly call ourselves Dogtors





Goodwood Festival of Speed

I wanted to write to you and let you know personally about our plans for this year's Festival of Speed presented by Mastercard. Following all that's happened in the last few weeks and the advice we have received from the UK Government, we have decided to postpone the Festival to later in the year.

We obviously want to be sure of choosing the best possible date; this will require some careful consideration and as soon as we have that we will let you know. Whatever we decide to do I can assure you it will be just as fantastic a celebration of everything we love and enjoy as you would expect. Most likely it will happen late summer, early autumn and, of course, tickets and hospitality bookings will remain valid for the new date. If you have not yet bought a ticket for the Festival of Speed and would like to know as soon as the new dates are announced, you can keep up to date here.

We will continue to review plans for the Goodwood Revival, in the hope that the event will go ahead as planned on September 11-13th, as well as the rescheduling of the 78th Members' Meeting.

These are dramatic and unbelievable times but they will pass and we are already trying to think about just how exciting it's going to be to welcome you all back to Goodwood for what perhaps might be the 'Greatest Event Ever'.

If you need any further information about the event, please visit our website for coronavirus FAQs.

With warmest wishes,

Charles Richmond
The Duke of Richmond & Gordon



Not too long ago, there was a woman who wanted to know how her husband would react if she left without telling him where she had gone. She decided to write him a letter saying she was tired of him and didn't want to live with him anymore. After writing the letter, she put it on the table in the bedroom and then climbed under the bed to hide until her husband got home. When he eventually came back home, he saw the letter on the table and read it.

After a few moments of silence, he picked up the pen and added something to the letter. Then he started to get changed, whistling happy tunes and singing and dancing while he did so. He grabbed his phone and dialled a number. His wife listened from under the bed as he started chatting with someone.

"Hey babe, I'm just changing clothes then I will join you," he said. "As for the other fool, it finally dawned on her that I was fooling around on her and left. I was really wrong to have married her; I wish you and I had met earlier. See you soon, honey!"

Then he hung up and walked out of the room.

In tears and very upset, she climbed out from under the bed and stumbled over to read what her unfaithful husband had written on the end of her letter.

Through teary and bleary eyes, she read:

I could see your feet you idiot, I am going out to buy some bread."

After isolation





NESCRO



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

Date	Event	Organising Club
June 7th	Rallye East Yorkshire	<i>Cancelled</i>
June 28 th	Lake District Classic & Targa	<i>Cancelled</i>
July 19 th	Northern Dales Classic & Targa	<i>Cancelled</i>
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 25 th	Tynemouth Historic & Classic	Tynemouth MC
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COVID-19 Latest Update

Well that's baffled me!

Just been to Timpsons and they are closed.

I was sure they were key workers.



On Day 32 of Quarantine



A Point of View

The press, and some proper (*use your own expletive here*) on social media, have finally got to me so it's beer-fueled rant time (*it's a Friday happy hour thing from a previous life; those who know, know*).

One thing this virus event has shown is the great divide between those constantly dripping about whose fault this is, and those who know that 20/20 hindsight is not much use.

It's a fact that no country in the world has a trillion bits of kit lying in storage, shedloads of empty hospitals waiting to fill, nor a Gucci vaccine on tap for any undiscovered virus. And, unsurprisingly there is never a one size fits all solution just waiting to be dusted off and implemented for something as complex as Covid19. So sometimes things are shit, horribly shit, while those in a position to act start the unenviable task of trying to juggle a myriad of balls without dropping any. Personally, I believe that the progress in the past month has been astonishing.

Those in charge, whether you voted for them or not, both need and deserve support while they do their absolute best to limit the inevitable physical, emotional and economic damage. They will make mistakes, have regrets and have to learn quickly. They probably won't do it the way everyone would want and may not have everyone's specific interests at the top of their priorities. But they will save lives while they endeavor to deal with something of a magnitude no other government in a generation has had to.

People are going to die and still there are plonkers banging on about not being able to fly a kite or walk their parrot or sit on a hilltop in Snowdonia or take their daily exercise by riding a bicycle for a 48 mile totally (?) 'necessary' trip (?) .

Doubtless they'll still be dripping when, downstream, we have to pay for all the financial support being rolled out.

The virus, or it's consequences, is nobody's fault so I feel obliged to try and educate others to stop putting all their energy into looking for someone to blame, but don't be stupid - stay at home!

So continue to spread the message to support the workers, be kind to each other and those less able, support local business where you can and stay positive in what you say, type and do. Some of the online banter and humour is stunning, beautifully dark and uncompromising.

While our neighbors, family and friends are suffering, that will help more than the idiots out there throwing stones at those who are actually stepping up.

Dave Curtis

Cinderella was now 75 years old. After a fulfilling life with the now dead Prince, she happily sat upon her rocking chair, watching the world go by from her front porch, with a cat called Alan for companionship.

One sunny afternoon, out of nowhere, appeared the Fairy Godmother. Cinderella said "Fairy Godmother, what are you doing here after all these years?" The Fairy Godmother replied "Well Cinderella, since you have lived a good, wholesome life since we last met, I have decided to grant you 3 wishes. Is there anything for which your heart still yearns?"

Cinderella is taken aback, overjoyed and after some thoughtful consideration and almost under her breath she uttered her first wish "I wish I was wealthy beyond comprehension." Instantly, her rocking chair was turned into solid gold. Cinderella was stunned. Alan, her old faithful cat, jumped off her lap and scampered to the edge of the porch, quivering with fear.

Cinderella said "Oh thank you, Fairy Godmother". The Fairy Godmother replied "It is the least I can do. What does your heart wish for your second wish?" Cinderella looked down at her frail body, and said "I wish I was young and full of the beauty of youth again".

At once, her wish having been desired, became reality, and her beautiful youthful visage had returned. Cinderella felt stirrings inside her that had been dormant for years and long forgotten vigour and vitality began to course through her very soul. Then the Fairy Godmother again spoke "You have one more wish, what shall you have?" Cinderella looked over to the frightened cat in the corner and said "I wish you to transform Alan my old cat into a beautiful and handsome young man".

Magically, Alan suddenly underwent so fundamental a change in his biological make-up, that when complete he stood before her, a boy, so beautiful the like of which she, nor the world, had ever seen, so fair indeed that birds begun to fall from the sky at his feet.

The Fairy Godmother again spoke "Congratulations, Cinderella. Enjoy your new life." And, with a blazing shock of bright blue electricity, she was gone.

For a few eerie moments, Alan and Cinderella looked into each other's eyes. Cinderella sat, breathless, gazing at the most stunningly perfect boy she had ever seen.

Then Alan walked over to Cinderella, who sat transfixed in her rocking chair, and held her close in his young muscular arms. He leant in close to her ear, and into her ear breathed as much as whispered, blowing her golden hair with his warm breath, "I bet you regret having me neutered now, don't you?"

An Irishman who had a little too much to drink is driving home from the city one night and, of course, his car is weaving violently all over the road. A cop pulls him over." So," says the cop to the driver, where have ya been?"

"Why, I've been to the pub of course," slurs the drunk.

" Well," says the cop, "it looks like you've had quite a few to drink this evening." "I did all right," the drunk says with a smile. "D id you know," says the cop, standing straight and folding his arms across his chest, that a few intersections back, your wife fell out of your car?"

"Oh, thank heavens," sighs the drunk.

"For a minute there, I thought I'd gone deaf."

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
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HISTORIC STAGE RALLY (Non-Championship)

Sep 25/26	Yorkshire	Trackrod MC
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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	John Gornall	G&PMC	120
2	Mark Jones	Rhyl	97
3	Richard Hunter	Matlock	88

O/A	Navigator	Club	Points
1	Martin Gornall	G&PMC	120
2	Andrew Lowe	Mid-Derbysh	119
3	Paul Holmberg	Clwyd Vale	116
4	James Swallow	Bolton	108
5	Corey Powell-Jones	Clwyd Vale	97

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

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



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NORTH-WESTERN
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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!

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.

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For all trade enquires please contact Mark on 07951454330

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An inch of snow – no one goes to work
Slight cold – everyone calls in sick
World Pandemic when we should all stay at home
- everyone buggers off up Snowden.
The lack of common sense in this country is frightening

****WARNING****

If you receive a private message from me called

'Ding Dong'

DO NOT OPEN IT

It's from those crafty Jehovah's Witnesses
who are working from home.

School Rewards

On the first Friday the question was, "How many gallons of water are there in the whole world."
No one knew so they all had to go to school on Monday.

Next Friday, the question was, "How many grains of sand are there in the whole world."

No one knew so they had to go to school on Monday.

By this time Little Johnny is getting mad because he doesn't want to go to school on Monday.

So he paints two ping-pong balls black and the next Friday right before the teacher asked the question he rolled the ping-pong balls up to her. She asked, "Alright, who's the comedian with the black balls?"

Johnny said, "Eddie Murphy Miss, see you on Tuesday."

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~~16-17 MAY: CER~~

~~13-14 JUNE: FORREST ESTATE~~

4-5 JULY: SWEET LAMB

26-27 SEPT: KIELDER

10-11 OCT: WALTERS

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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:-
27th June
5th September

The events are all rounds 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



PENDLE POWERFEST 2020 CANCELLED

Sadly The Pendle Powerfest Team have decided to cancel all events in our calendar for 2020.

This includes the following events:

- The Spring meet
- The Easter Egg run
- Our main event
- The Challenge Tour
- The Autumn Meet

Whilst we are all taking precautions with the current crisis, please adhere to Government guidelines regarding Covid-19.

Please take care and hopefully this crisis will soon pass and we can all get out enjoying our vehicles again. Thank you for your continued support, all bookings will be fully refunded within the next few days.

Once again stay safe and we will see you in 2021

Lee Tombling

Pendle Powerfest.Chairman



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



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



Association of Northern Car Clubs



PD Extinguishers ANCC Stage Rally Championship 2020

TBA	Riponian Stages	Forest	https://www.rmssc.org.uk/riponian-stages
5 th April	Lookout Stages	Mixed	https://www.trackrodmotorclub.co.uk/lookout/
21 st April	NHMC Warcop Stages	Tarmac	https://www.nhmcwarcopstages.org.uk/
16 th May	Plains Rally	Forest	https://www.plainsrally.co.uk/
16 th June	Flying Fortress	Mixed	https://www.flyingfortressstages.co.uk/
7 th July	Greystokes Stages	Forest	http://www.greystokestages.co.uk/
9 th Aug	Heroes Rally	Mixed	http://www.pendledistrictmc.co.uk/
6/7 th Sept	Promenade Stages	Tarmac	http://prmrally.wallaseymc.com/
15 th Nov	Malton Forest Rally	Forest	https://www.maltonmc.co.uk/malton-forest-rally/

Liverpool Motor Club



Barbon Speed Hillclimbs



**Entries now open for
Liverpool MC &
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

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,
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



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HYDRAULICS, PAT TESTING, DATA CABLES.
DOMESTIC, INDUSTRIAL AND COMMERCIAL.

Acknowledgements

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

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

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

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(& my complaints manager)

Steve Johnson

& 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

Postponed for Now
Poachers, Bamber Bridge
PR5 6BA
Near Junction 29 of the M6.

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

Postponed for Now

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 June edition is

Saturday the 18th of May

which is due out on

Sunday the 31st of May

But might be sooner depending on how many reports I get in

PLEASE Email Reports etc. ASAP
to [Maurice Ellison](mailto:Maurice.Ellison@sd34news@gmail.com) at :

sd34news@gmail.com

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