

# August 2019 spotlight



## Liverpool MC Summer Sprint Aintree



**Simon Bainbridge**  
**SBR Chrono Audi V8**  
with twin turbos and four-wheel drive

*Photo Courtesy of Brian Taylor*  
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*Volume 10 : Issue 8: August 2019 : Maurice Ellison*

# Chairman's Chat

Just one event for me last month was the Greystoke Stages when, although not quite as bad as last year, dust was the main problem with everyone's car heading home beige in colour both outside and in ! It was well organised and run again providing 6 great stages and achieved roughly on time despite a few crews throwing their cars off and having to be recovered to allow a subsequent safe running. On one of the last stages there was a very serious off and having seen the car recovered after the event it's been a long while since I've seen such a badly damaged car but miraculously the crew escaped without any injuries, a testament to a properly prepared vehicle.

The month also included a few meetings in preparation of the Heroes Stages Rally in September, the initial planning session for the LFNWS Rally 2020 and the July SD34 MSG meeting.

*Les Fragle, Chairman, Secretary SD34MSG*

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MOTOR SPORT GROUP

## Contacts

- President** : **Alan Shaw**  
U18 Championship Marshals Compiler C.P.O. shawalan555@gmail.com  
01282-602195
- Chairman** : **Les Fragle**  
**Secretary** les.fragle@gmail.com  
01995-672230
- Vice Chairman** : **Bill Wilmer**  
**Radios** MSUK Radio Co-ordinator  
Gemini Communications  
07973-830705  
w.wilmer@btinternet.com
- Treasurer** : **Steve Butler**  
**Road Rally Website** steven.butler9@btinternet.com  
**www.sd34msg.org**
- Lancashire RLO** : **Chris Woodcock**  
MSUK Rallies Committee pdschris@aol.com  
Chairman of ANCC 01254-681350
- Sprint /Hillclimb** : **Steve Price**  
sp.sales739@gmail.com
- League Compiler** : **Steve Lewis**  
**Individual Compiler** slewisbb1@gmail.com
- None Race/Rally & Stage Rallies** : **Tracy Smith**  
tracey.amsc@hotmail.com
- Registrations** : **David Barratt**  
davidpbarratt@gmail.com  
01254-384127
- Newsletter** : **Maurice Ellison**  
sd34news@gmail.com  
07788-723721  
01524-735488
- North West RDO** : **Steve Johnson**  
northwest@gomotorsport.net  
07718 051 882
- Yorkshire RDO** : **Heidi Woodcock**  
yorkshire@gomotorsport.net  
07790 970 677



Comprising the following 11 Clubs



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www.bssmc.com



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www.chestermotorclub.co.uk



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www.wallaseymc.com

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

**Mark Wilkinson - [secretary@nwstages.co.uk](mailto:secretary@nwstages.co.uk)**

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or Steve Johnson for more details**

**Steve Johnson**

07718 051 882 [steve.amsc@gmail.com](mailto:steve.amsc@gmail.com)

**Les Fragle** 01995-672230 [les.fragle@gmail.com](mailto:les.fragle@gmail.com)

**Maurice Ellison** 07788-723721 [sd34news@gmail.com](mailto:sd34news@gmail.com)

# SD34MSG

## Member Clubs & Contact Details

### Accrington MSC

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



### Airedale & Pennine MCC

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



### Blackpool South Shore MC

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



### Bolton-le-Moors MC

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



### Boundless by CSMA (NW)

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



### Clitheroe & DMC

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



### Garstang & Preston MC

Contact : Margaret Duckworth  
Email : margret.duckworth42@gmail.com  
Tel. : 01772-700823  
Website : http://gpmc.org.uk/



### High Moor MC

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



### Hexham & DMC

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



### Knowdale CC

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



### Knutsford & DMC

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



### Lightning MSC

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

### Lancashire A.C.

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



### Longton & DMC

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



### Liverpool MC

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



### Manx AS

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



### Matlock MC

Contact : Gary Evans  
Email : garydotevans@hotmail.co.uk  
Website : www.matlockmotorclub.co.uk



### Mull CC

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



### Pendle & DMC

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



### Preston MC

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



### U17MC-NW

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



### Stockport061MC

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



### Wallasey MC

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



### Warrington & DMC

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



### Wigan & DMC

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



### 2300 Club

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



# **SD34MSG**

## **Meeting Highlights**

### **Wednesday 17th July**

- Another Championship registration fee had been received, the total is now 122.
- The date of the Beaver Rally has moved to the 16<sup>th</sup>/17<sup>th</sup> November which is the same weekend as the Farrington Trophy Rally. The road rally contenders will be informed and asked for their view. If both events remain in the championship then the weekend will be classed as one event in terms of the number of rounds to count.
- The date of the Poker Stars Rally is to remain as the 8<sup>th</sup> & 9<sup>th</sup> November even though it clashes with the Jim Clark rally.
- As the event is now running the Mull Rally has been added to the calendar on 11<sup>th</sup>-13<sup>th</sup> October.
- The latest championship positions were read out and are included within this issue.
- Due to the high number of rounds in the Non Race/ Rally Championship there is a proposal that clubs will be restricted to running 6 events in the year. If there are >1 events running on one day, e.g. autosolo, autotest and PCA, that would class as 1 event of the 6. Clubs should consider the proposal in advance of making a decision at the November meeting.
- John Ryan, MSUK Technical Director, attended the recent ANCC meeting. There was much discussion about the mandatory use of catalytic convertors on cars manufactured since 31<sup>st</sup> December 1999. Several meetings are planned before any decision to change the rule will be made. Note Helmet stickers should only cost £3 so look out for anyone trying to charge more.
- The next ANCC meeting will be held on 23<sup>rd</sup> September 2019.
- The next ANWCC meeting will be held on 13<sup>th</sup> August 2019.
- Pendle District Motor Club offered to run the 2019 Awards Presentation Evening on a suitable Friday evening early next year. Clubs are asked to let the Secretary of any dates that would be unsuitable due to other events. Initially January will be precluded to allow organisation of the trophies so we are looking at dates from February.
- Classic Rally cars were welcomed at the Royal Lancashire Show on 19<sup>th</sup> – 21<sup>st</sup> July.
- Classic Rally cars are invited to an event at Oulton Park over the August Bank Holiday weekend and some track time may be available.
- The next Regional Meeting will be held on 7<sup>th</sup> August at MSUK headquarters.
- More articles for future issues of *'spotlight'* were requested.
- The next SD34 MSG bi-monthly meeting will be on 18th September 2019 at The Poachers, Bamber Bridge.

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## Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
1	James Swallow	D	142	Bolton	Y
2	Adam Williams	D	115	Warrington	Y
3	Paul Munro	D	109	G&PMC	Y
4	Gregory Williams	A	108	Warrington	N
5	John Darlington	D	85	Wigan	Y
6	Craig Kennedy	D	82	Warrington	Y
7	Brandon Smith	C	81	Clitheroe	Y
8	John Richardson	C	80	Bolton	Y
9	Peter Jackson	D	56	G&PMC	Y
10	Neil Wearden	?	55	G&PMC	Y
= 11	Mark Roberts	D	54	Warrington	Y
= 11	Steve Johnson	A	54	Warrington	N
= 13	Dan Woods	B	53	Clitheroe	Y
= 13	Berwyn Evans	D	53	Accrington	N
15	Simon Bowen	D	33	BSSMC	N
16	Wayne Thomas	D	28	Clitheroe	N
= 17	Kaemen Welsh	A	27	Clitheroe	N
= 17	Richard Bromley	A	27	Warrington	N
= 19	Steve Kenyon	A	26	G&PMC	N
= 19	Tony Garrett	B	26	Clitheroe	N
19	Andrew Potts		26	Pendle	N
= 19	Chris Marshal	D	26	Wigan	N
= 19	Ian Daws	A	26	Clitheroe	N
= 19	Myles Gleave	A	26	G&PMC	N
O/A	Co-Driver	Class	Pts	Club	
1	Jonathon Kennedy	D	164	Warrington	N
2	Lewis Griffiths		160	Clitheroe	N
3	Lauren Hewitt		142	Wigan	N
4	Rachael Atherton	D	114	Warrington	N
5	Terry Martin		107	Clitheroe	N
6	Jack Mather	D	106	Bolton	N
7	Rob Bryn Jones		81	Clitheroe	N
8	Steve Butler	A	80	Clitheroe	N
9	Eric Wilcockson	C	79	Bolton	N
10	James Squires	D	56	Clitheroe	N
= 11	Stephen Landen	D	54	Warrington	N
= 11	Victoria Swallow	D	54	Bolton	N
= 11	Marcus Kennedy	D	54	Warrington	N
= 14	Andy Robinson	C	53	Bolton	N
= 14	Stephen Holmes		53	Clitheroe	N
= 14	Tony Garrett	B	53	Clitheroe	N
= 17	Dylan Thomas	C	52	Clitheroe	N
= 17	Jonathon Cragg		52	GPMC	N
19	Richard Robinson	D	32	BSSMC	N
20	Andy Baker	D	28	GPMC	N
21`	Mari Haf Evans		26	Accrington	
22	Dan Woods	B	22	Clitheroe	N

*Following Enville Stages*

## Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
1`	Kris Coombes	E	46	Preston MC	4
2	Danny Cowell	E	45	G&PMC	4
= 3	David Pedley	S/E	38	Clitheroe	4
= 3	Stan Featherstone	E	38	Clitheroe	3
5	Dan Sedgwick	E	23	Clitheroe	2
6	Mark Johnson	E	22	Clitheroe	3
= 7	Paul Pendleton	S/E	21	Clitheroe	3
= 7	Stephen Holmes	S/E	21	Clitheroe	4
= 7	Chris Hewlett	S/E	21	Clitheroe	3
10	Dominic McTear	E	17	Clitheroe	2
= 11	Ben Mitton	N	15	Clitheroe	3
= 11	Charles Andrews	N	15	Preston MC	2
= 13	Paul Turton	S/E	13	Clitheroe	2
= 13	John Gribbens	E	13	Clitheroe	2
15	Ian Swallow	N	12	Bolton	2
16	Jem Dale	E	11	G&PMC	1
= 17	Myles Gleav	E	9	G&PMC	1
= 17	Andy Williams	N	9	U17MC	1
= 17	Tony Harrison	E	6	Clitheroe	1
O/A	Navigator	Class	Pts	Club	Rds
1`	Louis Baines	E	45	Preston MC	4
2	Garry Evans	E	43	Matlock	3
= 3	Sasha Heriot	E	39	Clitheroe	3
= 3	Grace Pedley	S/E	39	Clitheroe	4
5	Mark Shepherd	E	38	Preston MC	3
6	Rob Jones	E	34	Clitheroe	2
7	Sam Ambler	E	30	Clitheroe	3
8	Ian Graham	E	28	Clitheroe	3
9	Steve Butler	E	22	Clitheroe	3
10	Matt Hewlett	S/E	19	Clitheroe	2
11	James Squires	N	18	Clitheroe	4
= 12	Levi Nicholson	N	15	Clitheroe	3
= 12	Danny Cookson	N	15	Preston MC	2
= 14	John Turton	S/E	13	Clitheroe	2
= 14	Terry Martin	E	13	Clitheroe	2
= 14	Harris Holgate	S/E	13	Clitheroe	2
17	James Chaplin	E	11	G&PMC	1
= 18	Jonathon Webb	E	9	Hexham	1
= 18	Steve Kenyon	S/E	9	G&PMC	1
= 18	Jonathon Webb	E	9	Hexham	1
21	James Swallow	S/E	3	Bolton	1

**Following Garstang & Preston MCs  
Memorial Rally**

## Non Race/Rally Championship

O/A		Class	Score	Club
1	Andy Crawley	A	78.91	Warrington
2	Jessica Crawley	A	76.25	Warrington
3	Scott McMahon	A	60.11	U17MC
4	Chris McMahon	A	58.94	U17MC
5	Gary Ross	A	54.51	A&PMCC
6	Andy Williams	A	50.98	U17MC
7	Stephen Holmes	B	49.44	Clitheroe
8	Lauren Crook	C	49.29	U17MC
9	James Williams	A	40.15	U17MC
10	Steve Johnson	A	39.75	U17MC
11	Gary Sherriff	B	39.47	Bolton
12	Phil Clegg	E	37.44	Accrington
13	Rob Bryn Jones		37.37	Clitheroe
14	Joe Mallinson	B	32.18	A&PMCC
15	James Robinson	A	31.70	U17MC
16	Rob Bryn Jones		37.37	Clitheroe
17	Lauren Hewitt		30.87	Wigan
18	Ian Daws	A	30.33	Clitheroe
19	David Goodlad	B	28.20	Bolton
20	Alec Tunbridge	E	21.80	Bolton
21	John North	C	21.36	Bolton
22	Warren Nicholls	A	20.56	Bolton
23	Andrew Robinson	A	20.49	U17MC
24	Adrian Fruzynski	D	19.51	Accrington
25	James Swallow	B	19.01	Bolton
26	Dave Graves	B	18.47	Bolton
27	Elliott Shaw	B	17.79	Clitheroe
28	Stephen Kennell	D	9.86	Clitheroe
29	Ian Swallow	B	9.65	Bolton
30	Jack Mather	B	9.08	Bolton

## Sprint & Hillclimb Championship

O/A	Competitor	Score	Class	Club
1	Nigel Fox	97.26	5	Clitheroe
2	J. Wadsworth	60.89	S	LAC
3	J Baines	60.58	5	Liverpool
4	K. Calder	53.55	1E	Liverpool
5	P.Messer	48.19	S	Clitheroe
6	Nigel Trundle	40.20	1B	G&PMC
7	R.Thorpe	40.09	1B	Liverpool
8	David Goodlad	39.82	S	Bolton
9	S.Wilson	39.29	S	Longton

## Individual Championship

O/A	Competitor	pts	Q	Club
1	Rob Bryn Jones	85	Y	Clitheroe
2	Adam Williams	73	Y	Warrington
3	Lauren Hewitt	68	Y	Wigan
4	James Swallow	67	Y	Bolton
5	Stephen Holmes	57	Y	Clitheroe
6	Scott MacMahon	54	Y	U17MC
7	David Goodlad	51	Y	Bolton
8	Gregory Williams	47	Y	Warrington
9	Jack Mather	45	Y	Bolton
10	James Squires	42	Y	Clitheroe
11	Chris MacMahon	41	Y	U17MC
= 12	Jonathon Kennedy	40	Y	Warrington
= 12	Steve Wilson	40	Y	Longton
14	Steve Johnson	39	Y	U17MC
15	Eric Wilcockson	36	Y	Bolton
16	Ian Daws	35	Y	Clitheroe
17	Andrew Robinson	34	Y	U17MC
= 18	Marcus Kennedy	25	Y	Warrington
= 18	Matthew Hewlett	25	Y	Clitheroe
20	Victoria Swallow	21	Y	Bolton
21	Ian Swallow	16	Y	Bolton
22	Dave Graves	11	Y	Bolton

*Only Showing those that have Qualified*



**MOTOR SPORT GROUP  
CHAMPIONSHIPS**

## U18 Championship

O/A	Competitor	pts	Club
1	Jessica Crawley	91	Warrington
2	James Robinson	40	U17MC
3	Matthew Nicholls	38	U17MC
4	Daniel Millward-Jackson	24	U17MC
5	Joseph Cropper	15	U17MC

# 2019 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	787	1	1
Bolton-le-Moors CC	630	2	2
Warrington & DMC	613	3	3
Liverpool MC	508	4	4
Longton & DMC	470	5	5
U17MC-NW	336	6	8
Wigan & DMC	276	7	10
Preston MC	181	8	14
Division B		Position	
Club	Points	Div	O/A
Garstang & Preston MC	352	1	7
Airedale & Pennine MCC	294	2	9
Stockport 061 MC	250	3	11
Wallasey MC	193	4	12
Matlock MC	183	5	13
Blackpool South Shore MC	151	7	16
Pendle & DMC	95	8	19
Division C		Position	
Club	Points	Div	O/A
Knutsford & DMC	357	1	6
Hexham & DMC	125	2	17
Knowldale CC	117	3	18
Manx AS	84	4	20
Lancashire A.C.	63	5	21
Mull CC	47	6	22
Lightning MSC	5	7	23
High Moor MC	0	8	24
CSMA (NW)	0	8	24
2300	0	8	24
Motor Sport North West	0	8	24

Updated 29<sup>th</sup> July 2019

## MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Tim Millington	167	Warrington	Y
2	Maurice Ellison	107	Clitheroe	Y
3	Amanda Baron	104	Wallasey	Y
4	Brian Wragg	97	Liverpool	Y
= 5	Judith Pegram	87	Liverpool	Y
= 5	Sean Robertson	87	Liverpool	Y
7	John Harden	84	Liverpool	Y
8	David Hunt	77	Liverpool	Y
9	Jack Mather	70	Bolton	Y
= 10	Steve Lewis	60	Clitheroe	Y
= 10	Dave Barratt	60	Accrington	Y
= 10	Paul Smith	60	Liverpool	Y
13	Tracey Smith	57	Accrington	Y
= 14	Andy Fell	57	Liverpool	Y
= 14	Bill Gray	57	Liverpool	Y
= 14	Robert Rankin	57	Liverpool	Y
= 17	Geoff Maine	47	Liverpool	Y
= 17	Robert O'Brien	47	Liverpool	Y
= 17	William O'Brien	47	Liverpool	Y
= 20	Duncan Dixon	40	Liverpool	Y
= 20	Debbie Watts	40	Liverpool	Y
= 20	Kevin Jessop	40	Liverpool	Y
= 20	Matthew Pegram	40	Liverpool	Y
= 24	Peter Wright	37	Pendle	Y
= 24	Phil Howarth	37	Liverpool	Y
= 26	Dave Graves	30	Bolton	Y
= 26	Garry Marriott	30	Wallasey	Y
= 26	David Mitchell	30	Liverpool	Y
= 26	Ian Curlett	30	Liverpool	Y
= 26	Chris Woodcock	30	Clitheroe	Y
= 26	Heidi Woodcock	30	Clitheroe	Y
= 26	Les Fragle	30	G&PMC	Y
= 26	Ian Swallow	30	Bolton	Y
= 26	Peter Wright	30	Liverpool	Y
= 26	Garry Marriott	30	Wallasey	Y
36	Alan Shaw	22	Pendle	Y
= 37	Steve Smith	20	Accrington	Y
= 37	Jo Evers	20	Bolton	Y
= 37	Alex Brown	20	Bolton	Y
= 37	Gary Sherriff	20	Bolton	Y
= 37	Robin Turner	20	Bolton	Y
= 37	Eric Wilcockson	20	Bolton	Y
= 37	Stephen Mather	20	Bolton	Y
= 37	Melanie Morgan	20	Bolton	Y
= 37	David Gee	20	Liverpool	Y
= 37	Mark Jagger	20	Liverpool	Y
= 37	Tom Roche	20	Liverpool	Y
= 37	David Doidge	20	Liverpool	Y
= 37	Mark Jagger	20	Liverpool	Y
= 37	Barry Wilkinson	20	Pendle	Y
= 37	Peter Wilkinson	20	Pendle	Y
= 37	Peter Schofield	20	Pendle	Y
= 37	Les Eltringham	20	Pendle	Y
= 37	James Sharples	20	Preston	Y
= 37	Julie Sharples	20	Preston	Y
= 37	Peter Sharples	20	Preston	Y
= 37	Sean Flint	20	Preston	Y
= 37	Terry May	20	Preston	Y
= 37	Alan Smith	20	Wallasey	Y
= 37	Graham Williams	20	Wallasey	Y

Only Showing those Marshals  
that Have Qualified (60)  
134 Marshals have scored points

# 2019 SD34MSG Under 18 Championship Registration Form

Name .....

Address .....

.....

Post Code .....

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

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

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

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

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

Parent Name .....

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

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

.....

Post Code .....

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

Mobile .....

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

## SD34MSG Under 18 Championship Regulations

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

### Scoring

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

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

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

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

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

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

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

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

# 2019 SD34MSG Championship Registration Form

Please register me for the SD34 Championships indicated below.

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

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

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

Please note all our (SD34MSG) Competitions are

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

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

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

Registration fees may also be paid by bank transfer to:

**Lloyds Bank**

Sort Code: 77-76-05

Account Number: 49052568

Please enter your full name as the reference

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

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

# SD34MSG

## Championship Classes for 2019

### Non Race / Non Rally

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

### Sprint & Hillclimb

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

### Stage Rally

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

### Road Rally

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

# 2019 SD34MSG Calendar : July to December

3-Aug	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 2	Blackburn Services, M65 Jt 4
3-Aug	PCA	Yes	Under 17 MC NW	U17MC PCA 2	Blackburn Services, M65 Jt 4
3-Aug	Training	No		<b>Fire training</b>	Blackburn Services, M65 Jt 4
4-Aug	Sprint	Yes	Longton & Dist MC	Sprint 6	3 Sisters, Wigan
4-Aug	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 3	Blackburn Services, M65 Jt 4
4-Aug	Autotest	Yes	Under 17 MC NW	U17MC Autotest 1	Blackburn Services, M65 Jt 4
4-Aug	PCA	Yes	Under 17 MC NW	U17MC PCA 3	Blackburn Services, M65 Jt 4
11 Aug	PCA	Yes	Airedale & Pennine	PCA	Rock & Heifer
17-Aug	Hillclimb	Yes	Pendle & Dist MC	Scammonden Dam Hillclimb	Scammonden Dam, Huddersfield
25-Aug	Autosolo	Yes	Bolton-le-Moors CC	Autosolo	Ormskirk
1-Sep	Sprint	Yes	Longton & Dist MC	Sprint 7	3 Sisters, Wigan
6-7 Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Prom
7-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree
7-Sep	Road Rally	Yes	Knutsford & District MC	Knutsford Targa Rally	<b>CANCELLED</b>
8 Sep	PCA	Yes	Airedale & Pennine	PCA	Rock & Heifer
14-Sep	PCA	Yes	Under 17 MC NW	U17MC PCA 4	Blackburn Services, M65 Jt 4
14-Sep	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 4	Blackburn Services, M65 Jt 4
14-Sep	Autotest	Yes	Under 17 MC NW	U17MC Autotest 4	Blackburn Services, M65 Jt 4
15 Sep	PCA	Yes	Warrington & DMC	PCA	WernDdu
15-Sep	PCA	Yes	Under 17 MC NW	U17MC PCA 5	Blackburn Services, M65 Jt 4
15-Sep	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 5	Blackburn Services, M65 Jt 4
15-Sep	Autotest	Yes	Under 17 MC NW	U17MC Autotest 2	Blackburn Services, M65 Jt 4
21/22 Sep	Road Rally	Yes	Clitheroe & DMC	Clitheronian Road Rally	Lancashire-Yorkshire
22-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks
5-Oct	Sprint	Yes	Longton & Dist MC	Sprint 8	Anglesey Circuit
6-Oct	Sprint	Yes	Longton & Dist MC	Sprint 9	Anglesey Circuit
11-13	Stage Rally	Yes	Mull CC	Mull Rall	Isle of Mull
13-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
13-Oct	PCA	Yes	Airedale & Pennine	PCA 4	Rock & Heifer
27 Oct	PCA	Yes	Warrington & DMC	PCA	WernDdu
27-Oct	Autosolo	Yes	Knutsford & District MC	Knutsford Jubilee Autosolo	
2-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Stages	Oulton Park
2-Nov	Road Rally	Yes	Matlock MC	Dansport Road Rally	Derbyshire
8/9-Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
10-Nov	PCA	Yes	Airedale & Pennine	PCA 5	Rock & Heifer
16/17Nov	Road Rally	Yes	Clwyd Vale MC	Farrington Trophy Rally	
16/17Nov	Road Rally	Yes	North Humberside MC	Beaver Rally	
23-Nov	Stage Rally	Yes	Clitheroe & DMC	Hall Trophy	Blyton
1 Dec	Autosolo	Yes	Bolton-le-Moors CC	Autosolo 3	3 Sisters Circuit
1 Dec	Autotest	Yes	Bolton-le-Moors CC	Autotest 2	3 Sisters Circuit
1 Dec	PCA	Yes	Bolton-le-Moors CC	PCA 2	3 Sisters Circuit
7-Dec	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 6	Blackburn Services, M65 Jt 4
7-Dec	PCA	Yes	Under 17 MC NW	U17MC PCA 6	Blackburn Services, M65 Jt 4
7-Dec	Training	No		First Marshal On Scene	Blackburn Services, M65 Jt 4
8-Dec	Autosolo	Yes	Accrington MSC	AMSC Autosolo 2	Blackburn Services, M65 Jt 4
8-Dec	Autotest	Yes	Accrington MSC	AMSC Autotest 2	Blackburn Services, M65 Jt 4
8-Dec	PCA	Yes	Accrington MSC	AMSC PCA 2	Blackburn Services, M65 Jt 4
8-Dec	PCA	Yes	Airedale & Pennine	PCA 6	Rock & Heifer

**Sprint & Hillclimb**

**Stage Rallies**

**Road Rallies**

**Non Race/Rally**

**Training**

# SD34MSG 2019 Championship Rounds by Discipline at a Glance

## Road Rally Championship 2019

Date	Event	Organising Club
7-Sep	Knutsford Targa Rally	Cancelled
21/22 Sep	Clitheronian	Clitheroe & DMC
2-Nov	Dansport	Matlock MC
16/17 Nov	Farrington Trophy	Clwyd Vale MC
16/17 Nov	Beaver Rally	North Humberside

## Stage Rally Championship 2019

Date	Event	Organising Club
6/7 Sept	Promenade Stages	Wallasey MC
22nd Sept	Heroes Stages	G&PMC & PDMC
11-13 Oct	Mull Rally	Mull CC
13th Oct	Adgespeed Stages	Wigan MC
2nd Nov	Neil Howard	Bolton-le-Moors CC
8/9 Nov	PokerStars	Manx AS
23rd Nov	Hall Trophy	Clitheroe & DMC

## Non Race/Rally Championship 2019

Date	Event	Organising Club
3 Aug	PCA & AutoSOLO	U17MC (NW)
4 Aug	AutoSOLO, PCA & Autotest	U17MC (NW)
11 Aug	PCA 8	Airedale & Pennine
25 Aug	Ormskirk AutoSOLO	Bolton-le-Moors CC
8 Sep	PCA 9	Airedale & Pennine
14 Sep	AutoSOLO, PCA	U17MC (NW)
15 Sep	AutoSOLO, PCA & Autotest	U17MC (NW)
15 Sep	AutoSOLO, PCA & Autotest	Warrington & DMC
13 Oct	PCA 10	Airedale & Pennine
27 Oct	Wern Ddu PCA	Warrington & DMC
27 Oct	Jubilee AutoSOLO	Knutsford & DMC
10 Nov	PCA 11	Airedale & Pennine
1 Dec	AutoSOLO, PCA Autotest	Bolton-le-Moors CC
7 Dec	AutoSOLO & PCA	Accrington MSC
8 Dec	AutoSOLO, PCA Autotest	Accrington MSC
8 Dec	PCA 12	Airedale & Pennine

## Sprint & Hillclimb Championship 2019

Date	Event	Organising Club
4th August	3 Sisters Sprint	Longton & DMC
17th Aug	Scammondon Hillclimb	Pendle & DMC
31st Aug	3 Sisters Sprint	BARC
1st Sept	3 Sisters Sprint	Longton & DMC
6th Sept	Aintree Sprint	Liverpool MC
5th Oct	Anglesey Sprint	Longton & DMC
6th Oct	Anglesey Sprint	Longton & DMC

## Training Dates 2019

Date	Event	Venue
3-Aug	Fire training	Blackburn Services,
7-Dec	First Marshal On Scene	Blackburn Services,

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# Clitheroe & District Motor Club



The Club Meets at 8-30pm

**Every Tuesday**

Waddington Sports & Social Club  
Waddington, Nr Clitheroe BB7 3HW  
M/R 103 / 731 437  
Website : [www.clitheroedmc.co.uk](http://www.clitheroedmc.co.uk)

## Whats on at CDMC in **August**

**Tuesday 6<sup>th</sup> August**  
**Adam Morgan Team**  
**British Touring Car**



**Tuesday 13<sup>th</sup>**  
**Committee Night**

**Tuesday 20<sup>th</sup>**  
**Navigational Exercise**

**45 miles on Map 103**  
**Sign on 19:45, 1st car away 20:01**

**Tuesday 27<sup>th</sup>**  
**Catch up on events**

**Saturday 31<sup>st</sup>**  
**Whalley Beer Rally**

## Whats been happening at CDMC in July

### Tuesday 2<sup>nd</sup> of July

### Motorsport Quiz



Boss Hogg was in the quizmasters chair and it was Motorsport related....just glad there were no technical questions along the lines of "how much end float should there be on a mivec crankshaft?".....no phoning a friend allowed!

Well there were many who left Waddy Club with sore heads but this time it wasn't due to overfuelling...it was as a result of Boss Hogs Mensa Motorsport Quiz Targa!!

To say it was a challenge to rival doing Le Jog would not be an exaggeration...but out of it in the lead at the final control was the Lewis & Gribbins combo (think of a very poor mans Starsky & Hutch :-)) with an incredible 50 odd points out of a possible 79 (don't ask but Boss Hogs maths wasn't the strongest- good jobs he only does the Clitheronian results!) with the tests ranging from obscure WRC social media facts to the Isle of Mulls geographical features....in fact it was only really Lewis as Gribby was feeling very down after the mysterious loss of Brenda earlier in the week and understandably felt unable to contribute...Lewis does know his motorsport I must admit.

The seven crews enjoyed themselves immensely although the Seddy/Connor crewing seemed to be obsessed by Peugeot 208s and bizarrely chose to sit away from everyone else on the basis we couldn't cheat by looking at their answers...as if that would have helped us... LoL!! We were all too happy with this arrangement as the glare from Seddys (never seen before...) brilliant white legs was extreme..and I think Connor thought it was a 70s music quiz and chose to come looking like Marc Bolan..... :-)) .

A very good night thanks Chris.

PS..if anyone sees Brenda out in the Clitheroe area would they please get in touch with Gribby.....

## Tuesday 16<sup>th</sup> July

### Dave Read



At the age of 15 Dave's interest was sparked when his house was PRd for a local Road Rally. On the night of the Rally he got out his push bike and cycled down the lane to a Time Control and from that point on the rallying bug had struck.

When he was 17 he joined his local Motor Club and started by navigating on 12 car rallies, that was followed by ANWCC championship Road Rallies and Motoring News Road Rallies. Alongside competing Dave took to organising from an early age, running a 12-car rally for his local club when only 18 years old.

Dave did his first International Rally in 1979, when only 22 years old, when he teamed up with Neil Calvert from Burnley needed a Co-Driver for that years Mintex International Rally. Dave then did the British Open Rally Championship with Neil for the next four years, Finishing Championship Class runner up in their first year using a 1300cc Ford Escort, then winning the Championship Class 1 in their second year. In 1981 Neil obtained a Group A Opel Ascona i2000 but problems on the Mintex International Rally followed by a roll on the Circuit of Ireland, meant they reverted back to the trusty Escort, now with a 1600cc Engine, but this car enabled them to secured a class win on the 1981 Lombard RAC rally. For 1982 the Escort was rebuilt as a Group A RS2000, and resulted in a Class win on the Manx International Rally. Back then all the Home International Rallies (Welsh, Scottish, Mintex, Manx, Ulster) were a minimum of 250 Stage Miles with the Circuit of Ireland being in the region of 650 stage miles over the Easter Weekend.

Dave got to know Tony Worswick when he acted as Clerk of Course on the very first Enville Stages which ran at Knowsley Safari Park and Tony won it.

He teamed up with Tony initially for the Manx National in his infamous Hart Engined Escort, but after the engine destroyed itself while flat in top on the TT course, Tony then started the project of building a Group B Ferrari 308. Once built Dave did several years with Tony in the Ferrari 308GTB on European Championship rounds, in Belgium, Gran Canaria and Ireland.

During the mid-90's Dave continued Co-driving but did not seriously contest any championships but still kept his hand in co-driving on National Rallies.

In 2000 Daves's long-time friend Malcolm Hague decided he would return to Rallying and so they teamed up for the new BTRDA 1400cc Championship where they achieved numerous 1400cc class wins and challenged for the championship during the 2000's

Dave was part of the small group that founded the North West Stages in 1997 and it has been a key player in progressed and developed the event since then, culminating in the first closed road rally in the North of England earlier this year.

Dave talked about his vision (and a lot of sense) about Clubman's Stage Rallies

## Tuesday 23<sup>rd</sup> July

### Walking Treasure Hunt Around Clitheroe



1. Chris & Heidi Woodcock - 21
2. Team 178 (sum of their ages - Paul Buckel, Steve Butler & Simon Boardman) - 19.5
- 3= Levi Nicholson, Stephen Hardy, Ben & Sam Mitton - 19
- 3= John Gribbins & Steve Lewis - 19

## Tuesday 30<sup>th</sup> July

### Stubbies Grass Autotest & BBQ



The good old British weather can certainly be relied on to be totally unpredictable. After weeks of hot dry days as soon as we say 'Grass Autotest' and 'BBQ' you could almost guarantee that the weather gods would proclaim 'Oh No you Don't' and they did—So no Grass Autotest and an indoor BBQ

**Still a good time had by all**

**Clitheroe  
& District  
Motor Club**



# Tuesday 6<sup>th</sup> August

## Everybody Welcome

### Adam Morgan & Ciceley Racing



The family-run Ciceley Racing operation was a newcomer to the BTCC in 2013 – although driver Adam Morgan had competed in the championship in 2012, having won the Ginetta GT Supercup the year before. The team immediately went from strength-to-strength, with Morgan's Toyota Avensis scoring consistent top six results.

Achieving its first podium during its home event at Oulton Park, the squad attracted a lot of attention in 2013, and for 2014 rebranded as WIX Racing in deference to its title sponsor. Moreover, it made the switch to a brand new Mercedes A-Class, bringing the German marque back to the BTCC for the first time since the 1980s.

It was a successful maiden campaign for the model, with Morgan securing a breakthrough victory in the season finale at Brands Hatch GP. The team remained unchanged for 2015, as Adam triumphed at Thruxton and claimed a further six podium positions on his way to seventh in the title race. The solid partnership continued into 2016, with Morgan taking two further victories.

For 2017, Ciceley Motorsport enacted a change of livery – switching from predominantly yellow to predominantly red as Mac Tools joined the fold as title sponsor. He stayed on-board and scored four podiums on the way to 10th in the standings.

Morgan returned for 2018 – now a fixture at the Lancashire-based Ciceley outfit. He notched a trio of victories – at Donington Park, Thruxton and Rockingham on the way to a strong seventh in the Drivers' running. He was joined in the Ciceley stable by Dan Rowbottom in 2019.



**20:30**

**Waddington Sports & Social Club  
Waddington, Nr Clitheroe BB7 3HW  
M/R 103 / 731 437**

## **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**

**11th of August**

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

Entries - John Rhodes : rhodesj3@sky.com

## **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:** **Liverpool Motor Club** **wants you!**

**Marshals needed for the following events at Aintree:**

**7th September** : Autumn Sprint (SD34 qualifying event)

**25<sup>th</sup> September** : Greenpower Electric Car Races

**5<sup>th</sup> October** : Track Day (to MSUK safety standards).

**Previous experience isn't essential.**

**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 [www.liverpoolmotorclub.com/marshalling](http://www.liverpoolmotorclub.com/marshalling)

## **Matlock MC**

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



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

**The Red Lion,**  
**324 Newton Rd,**  
**Lowton,**  
**Warrington, WA3 1HE**  
[www.wiganmotorclub.org](http://www.wiganmotorclub.org).

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

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



## **Warrington & DMC**

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



**Wern Ddu PCAs**  
**15th September**  
**27th October**

## **Longton & DMC**

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



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

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



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



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

**Lancashire  
Automobile Club**



**2019 Calendar of Events**

**July 13<sup>th</sup>**

**Coast to Coast**

Traditional start from the Midland Hotel in Morecambe but many miles of new route taking in the Trough of Bowland on its way to Dunsley Hall at Sandsend.

Simple tulip navigation with supplementary written directions

**September 20<sup>th</sup> - 23<sup>rd</sup>**

**Highland 3 Day Tour**

Taking in some fantastic countryside in the Scottish Highlands. Including an optional Day 0 this covers some 800 miles

Again with simple tulip navigation with supplementary written directions and incorporating a gymkhana along the way.



**WALLASEY MC**

The Club Meets Every Monday  
at 9-pm.  
Port Sunlight Village Social Club,  
Bridge St, Port Sunlight  
CH62 4UP

**Knutsford  
District Motor Club**



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

**Grass Trials**

These are held at farms just north of Knutsford on a Monday evening start time 19.00hrs. Clubman Permit  
GA 195 – Monday 5<sup>th</sup> August

**Regulations**

for all the above events are on the  
Knutsford & District motor club web site

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



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

**Hexham & DMC**

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



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

## A View From The Shore

News from Blackpool South Shore Motor Club  
by Phil James

**Blackpool South Shore Motor Club** members enjoyed a fair degree of success whilst competing far and wide during July with Matty Daniels and John Stone claiming some top results.

Daniels recorded his maiden rally win as co-driver to Mitsubishi Lancer Evo9 pilot John Clayton on the Twyford Stages. It was the first time the pair had competed together and their victory came in a dramatic last stage dash that they had started in fourth place.

John Stone took the top haul of Protyre Asphalt Rally Championship points when he contested the Carryduff Forklift Down Rally in his Legend Fires Ford Fiesta WRC. Stone, together with co-driver Jack Morton, finished ninth in the overall standings on the Irish event that included iconic stages such as Hamiltons Folly.

Earlier in the month both Daniels and Stone contested the Greystoke Stages. Daniels was co-driver to Lancaster's Andy Wilde in a Honda Civic and they finished ninth in class, thirty-fourth in the overall standings. In the early stages, they had trailed Stone and his son Alex who were debuting a recently acquired Renault Twingo RS R1. In the end, it was the Civic crew who came out on top as the Stones finished forty-third overall, eleventh in Class 2.

Also, contesting the event was former World Rally Championship contender Neil Wearden having his first forest rally outing in the Hyundai i20 in which he contested the Legend Fires North West Stages. He was again co-driven by Callum Cross and the pair finished the day thirteenth overall and second in Class 2 for up to 1600cc cars.

Daniels rounded off the month by contesting the Harry Flatters Rally as co-driver to Graham Muter in a Ford Escort Mk2. They finished fourteenth overall and eighth in Category 3 following ten closed road stages over the Epynt military ranges.

*Phil James*

**Blackpool South Shore MC**  
meet the 1<sup>st</sup> Thursday of the month.  
They are currently moving venues  
around Blackpool, Fylde & Wyre  
in a bid to take the club to a  
wider audience.

For details of future meeting  
venues please email  
**enquiries@bssmc.co.uk**



*John & Alex Stone*



*Neil Wearden/Callum Cross*



*Andy Wilde/Matty Daniels*

# Sprint & Hillclimbing

## July : With Nigel Fox

As I predicted in the last report the Liverpool Motor Club was indeed held in scorching conditions. Four Formula Fords were entered and I was disappointed to finish fourth, beaten by three very experienced competitors, Geoff Ward, Graham Curwen and Phil Perks. On the positive side I was only a couple of seconds off the winning pace and a couple of tenths off second. My car was geared for a top speed of 122mph but was only doing 106 so I think some better gear ratios could be chosen, all part of the learning.

On the subject of gearing, I have managed to acquire enough new and second hand ratios to have suitable gears for every venue. I'm still working out what is best but Geoff Ward has been very helpful sharing information. With help and advice from RSM Motorsport in Morecambe I am now able to change ratios on my own in about an hour.

Next up another visit to my local event Barbon Hill Climb, run by Liverpool Motor Club again in the beautiful Lune Valley. Lovely weather after the wet June event but ended in early disappointment. In first practice I lost drive as I changed into fourth gear. Problem was a broken "Lobrho" CV joint so it was back in the trailer and home early. I changed all four joints as I didn't know their history, but the other three seemed to be in good condition still packed with clean coloured grease. Even the broken one didn't look like it had had a hard life. Anyway, I now have all new GKN ones.

After drive shaft repairs and another gear ratio change it was off to Blyton Park for the two day sprint meeting run by the Westfield Sports Car Owners Club. Great bunch of people. One of the Westfield guys, Simon Waterfall driving a Westfield had his gearbox to bell housing bolts come out and get tangled in the clutch. Undeterred he had an engine crane brought in, removed the engine, fixed the problem and managed to win his class with the last run of the day.

My weekend was much less eventful, finishing second to Geoff Ward but getting closer to him and doing a new personal best each day.

Scammonden Dam Hillclimb was my next event – on the side of the M62 at Huddersfield. I changed the gearing again, but it should be OK for the next five events. I was the only car in my class which is always a shame. A small entry meant lots of runs, but the rough paddock and steep terrain made it difficult to load, unload and operate a low single seater on your own. I'll be giving the next visit there a miss, I think.

Finally, the last weekend in July I went to Shelsley Walsh, the oldest motorsport venue in continuous use in the world, located in the Teme valley near Stourbridge in Worcestershire. Saturday was a test day and it rained all day, but Sunday was warm and dry. Some fantastic cars competing, Lancia Stratos, Cooper S, Lotus Cortina and a host of historic Lotus single seaters.

My car was a joy to drive, gear ratios were perfect, the car was faultless all day. Once again, I was the only car in my class but my times were pretty respectable.

August is a pretty quiet month for me. I have Three Sisters sprints at the beginning and end of the month, and in between a trip to watch the classic TT on the Isle of Man on my classic Triumph Bonneville – looking forward to that!



# Longton & DMC 3 Sisters Sprint

June 15th

## THREE SISTERS STARTS DRY BUT ENDS UP AS A WET CHALLENGE FOR DRIVERS

Although the morning dawned brightly for Longton's two-lapper at Three Sisters on June 15, the previous days of unremitting 'dampness' meant large puddles in the paddock area and a very soggy infield – woe betide anyone who accidentally squelched into that!

Ominously, the clouds were already lurking on the horizon as practice began and fingers were crossed that the 78 drivers who had turned out for the event would at least get some dry runs in before the weather broke again.

Only one practice run was scheduled in order to increase the number of timed runs - a small departure from the norm to try to give better value for money. Those who had never driven at the Three Sisters circuit before were given the benefit of a short convoy run to familiarize themselves with the route of the double-lapper. Practice went well, except for John Stephens in his red Morgan 4/4 who, instead of heading for the finish line on his second lap, went around for another go!

The first timed run turned out to be the only one to give early runners the chance of setting a competitive time on a totally dry track. Things started well enough, confidence and speed picking up, until Sean Bourn in the Carcraft Cyclone spun turning into the Valley, doing a pretty pirouette through nearly 360°.

Robert Holt in his Lotus Elise had a dodgy moment turning off Conrod Straight to go round for the second time but managed to correct the mistake and James French in the Mazda MX5 twitched off and over the kerb at more or less the same place but kept going and got it back on track.

Not long after this rain started spitting and before the end of the run it was truly hammering down and times began dropping rapidly as drivers tiptoed round. Lunch was called early as no-one wanted to be out in that!!

Play resumed after lunch when the rain had eased off and was now mostly just the odd light shower rather than resembling a monsoon. Care still had to be taken on certain parts of the track however and James French had another wobbly moment in Lunar and ended up with a DNF. Keith Wilford in his little yellow Lotus 23B did a 180° spin in his second lap and ended up facing the wrong way in Lunar before regaining his composure and continuing onwards.

It must have been slippery on the entrance to Lunar because shortly afterwards John Stephens did a spectacular (and damp!) spin in more or less the same place but sadly the car, being heavier ploughed off and right into a large muddy puddle on the inside of the track sending spray slooshing everywhere. Not long after that, Richard Watkinson in the white MG Midget spun as well in the same place. Many others had decidedly squirrely moments in the same spot



*A bit of history at Three Sisters ....  
Anthony Wallen tackles the two-lapper in his beautiful F3 Lotus 69*



*Keith Calder in his Audi TTS*



*Ooops ... Keith Wilford gets out of shape in his Lotus 23B*



*John Stephens throws up spray as he spins into the infield in his Morgan 4/4*

*Continued on Page 22*

**Longton & DMC  
3 Sisters Sprint  
Continued from page 21**

Around this time a few drivers decided that enough was enough and started to wander off to pack their car and gear away and as the rain started up again. More drifted away after T3 although there were a few hard-core drivers out there still trying to improve on their time although the majority had put in their fastest time either in practice or T1. Adrian Smith in his BMW Z4 was the only person to improve in T4, shaving 0.09 seconds off his previous run time to a best of 90.04 (still not faster than his practice time though) to take first place in the Classic Marques Speed Challenge.

There were few close battles but Richard Forber in his Renault Clio just managed to hold off Russell Thorpe in his Renault 5 GT Turbo 'Doris' by 0.22 seconds for his first win in Class 1B.

LDMC would like to thank all of the marshals and officials who turned out for the meeting and endured some rotten weather as well as all of the drivers and club championships that supported the event.

Don't forget August when the weather should hopefully be considerably better!



**Michael Bellerby in his Sylva Striker**



**John Wadsworth in the MX5 Mazda**

**Report & Photos Courtesy of Longton & DMCs Bulletin**

**Liverpool Motor Club  
Summer Sprint  
Aintree  
29th June 2019**



Things finally brightened up for Liverpool Motor Club after two wet events when the sun shone and the rain stayed away for their summer sprint at Aintree, which, for the first time in many years, was also a round of the British Sprint Championship.

Despite the hot and muggy conditions (or because of?) most drivers reported only being able to achieve pretty average times. Even the big guns of the BSC couldn't get near Nick Algar's outright lap record of 35.82 set back in 2010 and 'local hero' John Graham could not better his previous PB as he took second place with 37.36 to Colin Calder (37.09) in the run offs.

The Top 12 shoot-out provided some drama to the day. In qualifying John Graham took advantage of his knowledge of the circuit to lead the pack. The Calders were having a troubled time with car issues that limited their chances to learn a new circuit and restricted them to just one practice and one run off attempt.

Heather had to be content with third (37.70) but took the informal award for most spectacular start of the day with smoke pouring from the Gould's rear tyres as she short-shifted her way along the straight. Two other Longton members put in impressive run off performances – Nick Algar taking fourth with 38.76 in the slender DJ Firehawk and John Loudon determinedly flinging his 1100cc Force into qualifying to take 12<sup>th</sup> at 42.90.

With around 130 runners, and the inevitable loss of time caused by accommodating the BSC, there was some concern among local competitors that runs might be limited. However, LMC's smooth organisation and well-behaved drivers meant that everyone enjoyed the chance of two practice and four timed runs.

It was good to see Eve Whitehead and Craig Powell finally taking their place in the paddock with the re-engined OMS. Eve was appointed test driver as Craig did the spannering for this shake-down. She survived a super-scary moment at Beechers when the throttle jammed open and some other niggles but went on to put in a promising time of 44.80. Longton class winners included: 1D, Roger Fish, 52.07; 1F, Robbie Birrell, 48.20; 2A, Daniel Hollis, 50.31; 5B, Geoff Ward, 49.48.

**Report Courtesy of Longton & DMCs Bulletin (Geoff Ward, Editor)**

# Liverpool Motor Club Summer Sprint Aintree

29th June 2019

## Return of the British Sprint Championship

Report by Steve Wilkinson

After more than a decade's absence the [British Sprint Championship](#) returned to Aintree on June 29th, now under the management of the [Hillclimb and Sprint Association](#).

With the unpredictable British weather, it could have been a disaster had it rained, however the sun shone and there was just a light breeze to make the 26 degree heat just about bearable. And with six new class records set during the day, the competition was certainly close.

Car issues in practice saw Colin & Heather Calder (all the way from Thurso) miss their first practice runs due to a split fuel tank and Michael Calvert's Caterham sidelined by a recurrent clutch problem.

After two practice runs, we were straight into the first of the class runs before lunch.

Leading the way were the **Standard Classes**. In **SA** for the Up to 1400 Saloons, Chris Smith (MG ZR) lowered his own class record on his first run to lead home Clive Plested (MG ZR) who in turn slashed over 3 seconds off his previous best time. In **SC** it was once again a Gorge 1-2 as Paul led home Doug in their shared Clio. Les Wilson (Clio) on his first visit to Aintree took third just 1/100<sup>th</sup> off Paul Gorge's time. John Wadsworth then took a solo win in **SD** in his MX5, before we moved into the Road-going Production classes.

In **Road-going Production Class 1B** for the 2 litre Saloons it was another family 1-2. David West and his son Nick took the top two places in their Peugeot 106 recording the exact same time so the win went to David on count-back. Third went to Richard Forber's Clio with Russell Thorpe and "Doris" his trusty R5 Turbo in fourth. In **1C** Alex Gilchrist Jones (Mitsubishi Evo9) posted his first sub 50 second run to take the win from Alan Sawyer (Impreza) and Ian Johnson's MINI Cooper S R56. In **1D** for the 2 litre sports cars it was a Honda 2000 clean sweep as class record holder Roger Fish held the lead throughout with Ray Worrall battling through to second at the expense of Michael Thomson. Martin Rowe held station in fourth and the first none Honda S2000 was Phil Howarth's MX5 in fifth. In **1E** Keith Calder led throughout in his Audi TTS Quattro whilst Tom Bourn was second in the turbo-charged MX5 and Nathan Warburton third in the TVR Griffith. **1F** saw the class record shattered by Robbie Birrell in the Exige V6 Cup. The Lotus driver carved over two seconds off the old record breaking it twice whilst Phillip Wood was second ahead of Rob Holt both in Elises.

The last two Road classes were for **Kit Cars**. In **2A** Daniel Hollis led throughout in his Caterham 7 and broke his PB on his fourth run. Martin Walker's smokin' Toyota powered Westfield was second with Bill and Carol Stevenson third and fourth in their trusty Westfield. In **2B** Sean Bourn took a solo win in his Car Craft Cyclone.



*Continued on Page 24*

**British Sprint Championship**  
**Aintree**  
**Continued from Page 23**

Into **Mod Prods** and in the Up to two litre tin-top class **3B** John Moxham took a solo win in his Peugeot 205. In **3C** Graham Kearsley dominated in his Impreza taking the win although his third run ended with the car staggering through the finish; second on his first trip to Aintree was David Smith in his Volvo 242 Turbo. In **3E** David Welton took a solo win in his TVR Tasmin which is currently for sale before we moved into Class **3G** for the Modified Kit Cars which was a Westfield affair. John Hoyle led throughout with Chris Griffiths second. Usual front runners Derek Hodder and Gary Bunn were struggling with their shared Honda powered Westie and could only manage third and fourth respectively.

The **Sports Libre** class only managed to get two entries but each were superb. Jeff Wiltshire's Zeus was glorious to behold, however the Hayabusa powered car had to give best to the other entry. The mighty SBR Chrono Audi V8 with twin turbos and four-wheel drive was big and brutal. On his first timed run Simon Bainbridge slashed 1.10 seconds off the class record and cruised through the finish at over 140 mph. His second run was fractionally slower but was still well inside the old record.

Moving on to the **Racing Car** classes and in the 1100 split it was BSC regulars who dominated. John Loudon, who holds two class records in his Westfield, was now fully at home in his Force HC and took the class **5A** win and also made it into the BSC Top 12 run-off. Mark Anson took second in his new for 2019 Jedi Mk 6. Eve Whitehead was having issues with the OMS 2000M but when it actually made it to the finish it was going well and finished third. The tiny Mk 1 Jedi of Tomos and Peter Brogden came home in fourth and fifth – not bad for a 600cc Honda CBR engined car.

In **5B** for **Formula Ford** 1600's Geoff Ward was again the man to beat and he once again lowered his PB en route to the win. Graham Curwen finished second just ahead of Phil Perks as Nigel Fox was closing in behind them in fourth slot.

Class **5D** for **up to 2 litre** cars was all about BSC contenders, and it was Nick Algar who led them home in his DJ Firehawk. Championship sponsor Steve Broughton in the Dallara was second with co-driver Matt Hillam third and Stephen Miles fourth in the Van Diemen – a car that started life as a Formula Ford 1600! In the **Over 2 Litre** class **5E** again all the runners were BSC registered. However, it was Aintree regular John Graham' 3500cc Gould GR55B who would take the class win ahead of Colin and Heather Calder in their similar car. Graham Blackwell and Peter Goulding were fourth and fifth in their Mygales whilst BSC stalwart Graham Porrett was sixth in the TeGra Lola-Judd.

The two **Classic classes** were next and Andrew Webber took a solo win in **6A** in his smart Lotus Elan Plus 2. In **6B** Jonathan Baines put in four runs all within half a second of each other to take the win in his FF2000 Royale whilst another Aintree stalwart Edward Lea in his Lotus 61 FF1600 was second. Third was Rod Stansfield in the jaw-droppingly gorgeous Elva Mk 6 to complete the class.



**Continued on Page 25**

## **British Sprint Championship Aintree Continued from Page 23**

We then moved into the **Lotus 7 Club** Speed Championship contenders. Effectively six classes of performance related cars where tyres and BHP determine in which class you run. In Class 1 Paul Boston snatched the win with a third run charge demoting Richard Abraham to second whilst Crispin Scott held third throughout with Simon Houghton equally secure in fourth. In Class 2 Initial leaders Matt Bramall and Graham Howard were demoted by Clive Marsden on his third run with Paul Collins and Chris Bramall holding station behind the three battlers. In Class 3 Richard Price led from the first run with Philip Matchwick, Justin Dobson & Robert Jacobs holding station. In Class 4 Tom Price recovered after a first run 'sat nav failure' to take the win (and a new class record) from initial leader Mike Cocker. In Class 5 Jeremy Davies cruised to a solo win in his R300. In Class 6 the three runners never changed places as Simon Rogers led home Roy Alum, on his first trip to Aintree, and Les Golding who set a new PB.

Next it was the turn of the single marque classes. Kicking off we had the **MGs** and Richard Watkinson again led them home in his Mod Prod Midget. David Coulthard was second (ZR), Andrew Till (ZR) third with a new PB and Helen Waddington (ZR) fourth with her first ever sub 60 second run at Aintree. We then moved into the **Morgan** class which was led off by George Proudfoot in his 'flat rad' Morgan Series 1. Up front Simon Baines dominated, he broke the class record on his third run and then equalled his new record on his fourth effort. Second went to Steven McDonald in the Plus 8 whilst third was Paul Clarke's Lightweight Roadster. The Morgans were hyper competitive with only one driver not setting a new PB! (The Morgan Championship points are allocated on handicap, so the fastest on the day isn't necessarily the driver who earns maximum points for the Morgan Championship).

The **Triumphs** were next and all three runners set new PBs. Up front on his first visit to Aintree Steve Small in the TR7 V8 slashed over a second off the class record on his first run. He then broke the new record on his second and third runs having taken over three seconds off the old record! Shaun Roche was second in the Dolomite Sprint (shades of Andy Rouse) and the final TR was the TR3a of Hamish Roscoe in third.

Just two **Jaguar** Drivers Club contenders arrived and it was another Aintree stalwart who took the win. Anthony Taylor was giving a "Continuation" Lister-Jaguar a run out and just held off the challenge from Geoff Mansfield in his Jaguar-Kougar prototype.

The final class was for the Bert Hadley **Austin Sevens** and these fantastic pre-war cars were the fitting end to the proceedings. Up front Paul Geering broke the Track Car record in his Pigsty Special to take the win whilst Road Car class record holder Ian Bennett was second with Gerald Mullord's pretty Hamblin Cadet 7 was third.

## **Top 12 Run-offs**

With just 14 entries only two BSC drivers failed to qualify – Jeff Wiltshire and Mark Anson. The former being a newbie whilst the latter was in a new car for 2019. Only one driver had broken a BSC Championship Record in qualifying as the majority struggled for grip.

*Continued on Page 25*



**British Sprint Championship**  
**Aintree**  
**Continued from Page 25**

First to step up was John Loudon in the Force. The 1100 initially showed a fine turn of speed and moved up to 11<sup>th</sup> but when he failed to improve on his second run, he would slip back to 12<sup>th</sup>. Graham Porrett was next and despite the elderly Lola being a tad heavy compared to the more modern machinery he acquitted himself well. His first run was a banker and his second moved him back to 11<sup>th</sup>, the position he qualified in. Having decimated the Championship record in qualifying Simon Bainbridge then put in two more stellar runs in the brutal SBR Chrono picking up two bonus points en route to 9<sup>th</sup> and moving ahead of Stephen Miles.

Next to the line was Matt Hillam, as the car is a shared drive and the Top 12 comprises two additional runs the second driver runs in a slightly off-set place in the running order to allow more time for the cars to cool down. Hillam's first run took him into the lead but by the time he was back for his second run he had been 'bumped' down to sixth. Despite being a smidge quicker away from the line he was slightly slower to Becher's and would fail to improve. Stephen Miles was next up in the former Formula Ford chassied Van Diemen. Despite improving run on run and clipping a further tenth off his Q-time he would fall back to tenth.

The next car to come to the line was the Gould GR55 of reigning Sprint Champion Heather Calder. Her launch was spectacular and she short shifted through the gears. By the time she got to Becher's she was comfortably in the lead and when she blasted through the finishing line at 160 mph she was definitely in the lead. Unfortunately, a split in the water system meant that there would be no second runs for either of the Calders. British Sprint Championship leader Peter Goulding was next and the rather guttural Mygale staggered off the line and was unable to recover so after the first runs was 9<sup>th</sup>. His second run was far smoother and he moved up to 8<sup>th</sup>. The second of the Mygales that of Graham Blackwell was next and Leicestershire driver was another who failed to hook up his launch being the slowest single seater to Becher's on his first run. On his second run he had no such problems and moved steadily up the order finishing 7<sup>th</sup>. Nick Algar was next and the slimline DJ Firehawk moved into second behind Heather Calder. By the time of his second run he had been relegated by the V8s to fourth, and when he fell just five hundredths shy of his first run time, he had to settle for nine points. Steve Broughton was next in the Dallara he shares with Matt Hillam. Mr SBD was quickly into his stride but lacked the top-end punch slipping into fifth slot and when on his second run he, like Nick Algar, fell just short of his first run time his position remained the same.

This left the two Goulds to battle it out. Colin Calder was first and he was initially quicker than daughter Heather to Country Corner and carried that momentum all the way to the finishing line which he crossed at 162 mph and took the lead despite an "interesting" wobble in the middle of Becher's Bend. That water leak meant that it would be just a one-run effort from Colin and he had to sit out the second runs. John Graham, having qualified fastest was in the best position to judge his pace. He was a tad slower to launch off the line but by Country was with six hundredths of Colin Calder. He was a tenth down at Becher's and crossed the line at 160 mph and split the Calders times. For his second run Graham had a slightly better launch and was matching Colin Calder by Becher's, however, a big moment coming out of Becher's onto Railway Straight had him off the throttle and he had to settle for second.

In the exceedingly hot conditions, a big thank you must go out to the marshals, especially the start-line crew who oversaw over 700 starts during the day. Two practice runs, no less than four competition runs and two BSC Top 12 run-offs, there was barely time to catch your breath during another smoothly run meeting. Hopefully when the British Sprint Championship returns next year we may get a fuller set of competitors.

As usual, fully detailed results are on the [LMC results page](#)



**Photo Courtesy of Brian Taylor**  
**[www.whitedogphotography.co.uk](http://www.whitedogphotography.co.uk)**

Liverpool MC & Kirkby Lonsdale MC

# Barbon Hillclimb

6th July

## HALL ON TOP AT BOILING BARBON

*by John Brown & Jerry Sturman,  
courtesy of HSA's Speedscene Magazine*

In a repeat of his comeback success in the car at Gurston in May, Will Hall stormed the Force-AER to a run-off win and FTD when the British Hillclimb Championship circus travelled to Barbon for the start of the busiest weekend of the season, with rounds across the Pennines at Harewood scheduled for the following day.

In somewhat better conditions than those at June's National B event at Barbon, Hall's winning shot came at the end of the closing shoot-out, following an epic opening run-off duel with Dave Uren that echoed their June Shelsley battle last year. This time the result went in Uren's favour as he snatched the win in his Gould-NME by that same hundredth of a second margin. Wallace Menzies kept a watching brief in third place, shadowed by his 2019 rival Alex Summers. But in the final shoot-out the tables were turned as Summers, despite the DJ Firestorm V6's slight power disadvantage on the short, sharp Cumbrian blast, edged Menzies down to third ahead of Uren to run just eight hundredths shy of Hall's FTD. So once again, with most of the opposition scrapping for the minor placings it was Menzies and Summers that retained a firm hold on the championship.

The expected challenge from Sean Gould ended during first practice, when a broken rear pushrod sent the GR59 skating off before the fast Richmond left-hander where it sustained enough damage to sideline the car for the weekend. Sean and Graham Wynn spent the afternoon modifying the settings on Wynn's sister car to ensure that it could safely run at Harewood the following day.

Richard Spedding, driving a later version of the car in which Jos Goodyear set the hill record four years ago, headed the chasing pack with fifth place each time in his supercharged GWR Raptor 2 to maintain a narrow third place advantage over the flying Uren on the series table. He was chased home each time by Robert Kenrick who, true to form, qualified each time with successive class records, but this time narrowly failing to match them in the run-off itself. Next up in the opening shoot-out, seventh place was only the start of another dire day for Trevor Willis after he found neutral at Lafone Hairpin. He got no farther than Crabtree in the second stanza, spinning the OMS V8 out of the points altogether. His place behind Kenrick was taken by Nicola Menzies, delighted to have scored in both run-offs with the Gould-NME for her best combined result of the year.

Edging in front of Nicola by three hundredths in round 15, James Baxter continued his successful season in the ex-Marsh/Wiltshire Gould V6 with his fourth scoring shot of the year. Lee Griffiths got his now normally aspirated, but larger engined OMS -Suzuki into the points for the first time this season with eighth place at the end ahead of Steve Marr, who was sharing Spedding's Raptor for the weekend. The final points scorer was Kelvin Broad, tenth each time as he, too, got his first 2019 points on the board in the Force TA. Non-scorers in the opening shoot-out were Dave Warburton and Eynon Price, while Matt Ryder qualified the Empire Evo2 for the second run-off but withdrew with starter motor problems.



*Continued on Page 28*

## Barbon Hillclimb : Continued from Page 27

A large variety of cars were competing in several championships during the class runs, over half of them running in the B licence classes. Alan Mugglestone won the opening Road-going class by just under a second from son Nick in their shared Mazda MX5, with Andrew Till third. Following a change of car and class, Thomas Robinson now in his Porsche 911 joined Peter Herbert's example in the next class but the winner, by over three seconds, was Chris Berrisford, all the way up from London in his Subaru Impreza. Martin McHugh led the Specialist class after the first runs in his Morgan Plus 8, but despite finding another five hundredths second time up he was eventually pipped by an even smaller margin by Leon Franks' Sylva Striker.

Robinson's change of class left Eric Morrey alone in his Hillman Imp and after a slow opener, mechanical fettling cured the problem and Eric improved on his class record. Mitsubishi man Stephen Moore won the battle of the two long distance travellers in the large engine Modified class with a time three tenths outside Keith Edwards' 10-year-old record, Subaru specialist Geoff Twemlow suffering a broken drive shaft on his second run. With only single entries in the Sports Libre classes, Ben Lovell in his supercharged OMS and Allan MacDonald's amazing Turbo 'Mini' Evo took the awards.

As we've seen, Robert Kenrick reduced his own record in the up to 1100cc class in both runs to take it below 22 sec for the first time, a second and a half quicker than Eynon Price whose Force who was unable to take a second run owing to a broken gear linkage. Third in class was Darren Gumbley, his Kawasaki engine finally running well after an ongoing engine problem had been sorted. Wil Ker and Ben Hamer's shared turbo-charged OMS-Kawasaki were next up.

Phil Perks equalled his own record in winning the Formula Ford class in his Royale from Graham Curwen and Ed McDonough. David Warburton, unable to take his second run because of a wiring issue with his paddle shift, fortunately needed just one run to win the 1600 Racing Car class from Matthew Ryder. Lee Griffiths ran alone in the 2-litre normally aspirated class but Richard Spedding, sharing his car with Steve Marr in the forced induction class, had to come from behind to defeat Kelvin Broad to the class win after trouble getting off the line in the first run.

Will Hall was on top form at Barbon and either of his runs, both within a hundredth, would have been enough to win the class, with Wallace Menzies closing to within a tenth. Trevor Willis, Alex Summers and Dave Uren rounded off the top five, all covered by just a quarter of a second,. Single runners in the two historic classes saw wins for FF1600 runner Graham Curwen now in his rare Buckler-BMC and Jonathan Baines' FF2000 Royale RP30, fresh from a class record at Aintree the previous week.

The Lotus 7 Club Speed Championship visited Barbon for the first time and their various class records were established by Richard Abraham, Clive Marsden (on aggregate from Alan Bowler), Richard Price, Michael Sankey, Mark Durrant and fastest of all Tom Price in his Suzuki powered Caterham. Unfortunately Dave Gemzoe outbraked himself into the hairpin on his first run and impacted heavily with a straw bale, but he was quickly out of the car which was a little the worse for wear.



Continued on page 29

## **Barbon Hillclimb** **Continued from Page 28**

In the other B licence classes, Daniel Head and Jack Walker were closely matched in SB in their Suzuki Ignis, the former winning by a mere hundredth in the 1400-1700 Standard Saloon class. Two Minis took on a Peugeot 205 in 1A, the smallest engine Modified saloon class, Richard Derrick's 1275GT staying ahead of David Wiggins in the 205 to take the honours. The more experienced Nigel Trundle in his Scirocco beating hillclimb debutant Joseph Quirk's Clio in 1B for up to 2-litre modified saloons, while Michael Thompson edged out Ray Worrall in the sportscar division (1D) in a Honda S2000 duel. A rather more unequal duel in the 1F Lotus class saw the Elise of Robert Holt lose out to Robbie Birrell's Exige V6 Cup to the tune of five seconds. The only entrants in 3E Modified over 2-litre Sportscar class, Simon won the battle of the Butterworths against Ben in their shared Porsche Boxster S.

There were also unchallenged wins for Anthony Middleton (2B - Westfield), Graham Kearsley (3C - Subaru Impreza) and Mark Davenport (3G - Sylva J15) with the latter beating his own class record. Peter Garforth's Skoda Estelle beat an eclectic field in 6A, the pre 1989 roadgoing class, Mark Fearnley taking second in his Jaguar D Type Replica and Richard Freye third in his Mini when he eventually got it to exit Lafone hairpin without the engine dying!

The oldest car in the field, John Mansfield's Austin 7 Ulster ran alone in 6B for pre '89 racing cars and Ian Howlett in his MGF Trophy beat the Beningfields, father and son, in their Midget and TC in the MG class. Finally, a 3-car class for rally cars was won by Chris Thomas in his Talbot Sunbeam.

It had been a great day on the hill at Barbon, with close competition, superb atmosphere and wonderful weather. Well done Liverpool and Kirkby Lonsdale Motor Clubs.

***John Brown & Jerry Sturman***

***With acknowledgements to the HSA's magazine SPEEDSCENE***

## **Liverpool MC & Kirkby Lonsdale MC** **Barbon Hillclimb** **6<sup>th</sup> July**

Liverpool Motor Club's bad luck with the weather after the deluge at the April Aintree meeting continued for their hillclimb at Barbon. Competitors arrived in rain and undertook their practice runs in the morning on a soaked track. Things improved a little for the three timed runs in the afternoon, although drizzle and rain continued to make things difficult for drivers.

The one high point was that the improved paddock drainage and roadway were thoroughly tested and there were none of the swamp-like conditions and bogged down cars that had been seen in the past.

Longton highlights start with John Wadsworth in his MX5 who took the win in Class SD with 34.77. Martin Rowe and his Honda S2000 were third in 1D with 32.76 and Michel Tindale was eighth (37.35). In the bigger-engined sports car class William Thornton took third (35.58).

Robbie Birrell won 1F with a time of 30.38 in his Lotus Exige. In 2A Michael Bellerby came in second with 30.81, followed by Leon Franks on 32.86. Mark Davenport was lone in 3G and set a best of 30.74. Nigel Fox was also running solo in the Formula Ford class and recorded 35.76.

***Report Courtesy of Longton & DMCs Bulletin***  
***(Geoff Ward, Editor)***



***Photo Courtesy of Brian Taylor***  
***www.whitedogphotography.co.uk***



# CAIRNCASTLE

## HILL CLIMB

Larne MC

### Cairncastle Hillclimb

*Rod Brereton : Pendle & DMC*

My annual trip to Cairncastle had two new faces, Barry Wilkinson and Jonathan Dixon.

Usual format, 1:30pm ferry to Larne after a fry up on the A75 Diner.

Once in Larne we checked in to our B &B, the Seaview, and rooms all of which had been totally redecorated.

A quick ride up the hill at Ballygally, then in the Matties Meeting House for tea. Back to the digs and a change of clothes and into the Olderfleet for drinks and plenty of them.

Up for breakfast and up to the paddock to position the vans and trailers etc etc. scrutineering came and went and practice started, 2 practice and 3 timed runs.

Results landed in Pendle's favour with Simon collecting 3rd overall in his class. Mick in the buggy 4th in his class, a couple of cans of 1664 lager at a pound each along with the food saw me tired so I went back to the hotel to bed , . and fell asleep watching Glastonbury.

Sunday was nice and bright and another 20 competitors had joined this event. For the first time in all the trips we have made, there would be a new FTD as Graham Thompson broke his car on the Saturday after setting FTD though !!!.

As the runs progressed the weather changed big style with forked lightning and thunder rain and hailstone!!! it did eventually pick up and ended up with glorious Sunshine. Again 2 practice and 3 timed were the order of the day with all cars being maneuvered on the road and not in the grass field, as people had loaded up and parked on the road, the presentation was just a case of go and collect your trophy.

Another 3rd in class for Simon, but also 3rd in Class for Michael.

A quick change back at the hotel and a walk to the Curran Court hotel for tea and a few beers this time Ian and myself went back, Ian having problems with his leg.

Up at 05:30 on the Sunday to collect Simons trailer and on the ferry at 07:30 and so ended another superb weekend with the ever friendly Irish. Roll on 2020

*Rod Brereton : Pendle & DMC*

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# Mid Cheshire MC Scammonden Dam Hillclimb

July 21st

They say things come in three's, well my printer, laptop have packed in and my PC is playing up but I can just about email you to say that things sometimes come in four's as well .

On the 21st of July I was at Scammonden Dam Speed Hillclimb to see 4 records broken by :-

- David Goodlad (Knutsford & DMC) / (Bolton-Le-Moors CC) in his Renault Clio 172 Cup ,
- Alex Gilchrist - Jones (Liverpool MC ) Mitsubishi Lancer Evo 9 ,
- Robbie Birrell (LMC / LDMC) Lotus ExigeV6 Cup and of course the
- Gould GR55 of James Baxter

James Baxter improved the Outright Hill Record to 21.12 from last years effort of 21.26 (which broke the record set in 1975 by the legend Roy Lane in his Formula 5000 car).

Luckily we had a new Tip Top racing member "Tiff" to help at the top whilst I did the start line .One run was spoilt by a flat battery so James went home and got another but missed two runs so a big last run effort got another record.

James and Stuart Holland both of Huddersfield MC came down to cut grass and branches from the track the day before so thanks to them for that task.

James is more used to Pre- war racing , hillclimbs and trials than in the Gould with modern paddle shift. He has now started to score points beyond his dreams not long ago in the British National Hillclimb Championship .

He started racing at 17 in his dad's Chrysler and has driven and won at the classic Le-man in a Jaguar D-Type driving with Peter Neumark, also a Lotus 7 .

He is at the moment breaking records in a Riley ERA at various events. He bought the Gould as a box of bits in December 2016 and rebuilt it and had paddle shift fitted doing his first event in 2017.

See my Youtube channel Leodis55 for the story as it went

**Geoff Clark**





# GREYSTOKE STAGES RALLY

*Steve Johnson/Steve Butler – Nissan Micra – Car 46*

Could be short report, this, since not much of anything particularly noteworthy happened. This is not necessarily a bad thing. It was mostly a quiet weekend away with some mates with a rally thrown in for good measure.

The Micra had undergone extensive preparation since its last outing on the Manx. Wheels and tyres changed for knobblies and a fuel top up were about it. Aside from a spanner check after our indiscretion on the island, removing the door numbers and a good wash, it was ready for some fun in the woods. The crew's preparation, together with Dave and Jim who were radio marshals, consisted of a few beers, a couple of bottles of wine and a barbecue at Jim's lodge. So we were all set.

The conditions were warm and very dry, almost identical to last year. Having been recently re-graded, we were potentially facing the same problem as last year where the dust was slow to settle causing one and half minute starts. Luckily there was just enough of a breeze to clear the dust so minute starts were working fine. The result being, contrary to last year, the whole event ran a smooth as it could have, with hardly any delays between stages. It still meant that the poor marshals, particularly the chap at Service Out (and his car) were covered in dust by the end of the day.

Since this is our one annual outing on gravel, Stage 1 was, and is always, a bit tentative, which is fine by me. By stage 2, Steve was finding his grip levels and it was no surprise to find ourselves 34 seconds quicker. Stages 3 and 4 were running the opposite way to Stage 1 with a different section through the forest for the first quarter of the stage, meaning that once again we were much faster on stage 4, by 23 seconds. Stages 5 and 6 were essentially Stages 1 and 2 run the other way round, by which time Steve had found his mojo and the times for the last 2 stages were only 5 seconds apart. Pity, just as we were getting into a rhythm, the rally was over.

As far as the result goes, by the end of Stage 3 we had crept up to 43<sup>rd</sup> overall and ended up 44<sup>th</sup>, so beating our seeding which is the first tick in the box. Shame, though, because that would have meant finishing in the same position 3 years in a row. Still, fairly consistent. 4<sup>th</sup> in class meant no waiting around for the awards – a quick shower and some cask ales beckoned. Probably our closest rivals on the day were John and Alex Stone in their 1600 Twingo, who just pipped us to 43<sup>rd</sup> on the last stage. On a technical point, during the day John asked Steve what tyres he was using, to which Steve replied with great delight that they are old remoulds on their fourth rally that cost ten quid a corner!

The service crew (Mr Johnson) were largely untroubled during the day. He was, somewhat uncharacteristically, behaving himself behind the wheel. The biggest job was replacing a missing cable tie which had been ripped off somewhere in a rut, which had been holding back a mudflap. Other than the odd oil and tyre pressure check, there was as much sunbathing going on as rallying.

On the whole, a thoroughly enjoyable weekend was had by all. Thank you once again to the organising team for running what appeared to us to be a faultless event and thanks as ever to all the marshals for tolerating the heat and dust for our pleasure. I've no doubt we'll be back again next year, probably on the same tyres!

***Steve Butler (Clitheroe & DMC) – Entry's in for the Pendragon. Watch this space.***



*Photos Courtesy of Martyn Petry*



# GREYSTOKE STAGES RALLY

## Greystoke Victory for Frank Bird

Following on from some superb performances on asphalt in recent months, Penrith-born driver Frank Bird took to the gravel stages this weekend and came away with a stunning victory on the Greystoke Stages Rally.

Contesting the West Cumbria & Eden Valley Motor Club organised event in the M-Sport owned forest near Penrith, the 19-year-old Cumbrian along with Hexham co-driver Jack Morton in the Dom Buckley Motorsport/IRS-prepared Ford Focus WRC07, with backing from Frank Bird Poultry, Be Wiser Insurance, Fuchs Silkolene, PBM and Hager, were awarded a notional time on the opening stage after stopping to assist another competitor who had gone off.

But from SS2 onwards, despite his inexperience on the loose, Bird drove like a veteran and by the end of the third stage, amazingly took the lead in what was a quality field. With fastest times set on the final three stages, Frank emerged as winner by 56 seconds to add to his rapidly growing reputation.

Frank Bird: *"It's been a great day at the Greystoke Stages. I was a bit nervous beforehand because it was my first time ever on gravel, but thanks to my co driver Jack, and the team gave me a great car which gave me confidence to get used to the conditions and get quicker each stage. Overall, I've had a brilliant day so thanks to all the sponsors, the team, Jack and my dad, I hope to be out again soon."*

Paul Bird, PBM Team Owner: *"Considering it was his first time on gravel, Frank has done magnificently. He's listened to advice, driven sensibly and not put a foot wrong and to come away with a win is fantastic. There was a lot of pressure on him, but he's handled it superbly and has driven smoothly like you need to do in a forest."*

### Results

1 `Frank Bird/Jack Morton,	Ford Focus 07 WRC,	39:36
2 `Gary Tomlinson/Mark Fisher,	Subaru Impreza,	+0:56
3 `Daniel Hiorns/Chris Purvis,	Subaru Impreza,	+1:20
4 `M. Glendinning/C. Sayer Payne,	Subaru Impreza,	+2:07
5 `Nick Dobson/ Philip Sandham,	Ford Escort Mk2,	+2:31
6 `Marcus Noble/ Helen Noble,	Ford Escort Mk2,	+2:33



Photos courtesy of Sideways Media  
[www.sidewaysmedia.net](http://www.sidewaysmedia.net)

A female CNN journalist heard about a very old Jewish man who had been going to the Western Wall to pray, twice a day, every day, for a long, long time.

So she went to check it out. She went to the Western Wall and there he was, walking slowly up to the holy site. She watched him pray and after about 45 minutes, when he turned to leave, using a cane and moving very slowly, she approached him for an interview.

"Pardon me, sir, I'm Rebecca Smith from CNN. What's your name?"

"Morris Feinberg," he replied. "Sir, how long have you been coming to the Western Wall and praying?"

"For about 60 years."

"60 years! That's amazing! What do you pray for?"

"I pray for peace between the Christians, Jews, and the Muslims." "I pray for all the wars and all the hatred to stop."

"I pray for all our children to grow up safely as responsible adults and to love their fellow man."

"I pray that politicians tell us the truth and put the interests of the people ahead of their own interests. "And finally "I pray that everyone will be happy".

How do you feel after doing this for 60 years?"

"Like I'm talking to a bloody Brick wall!"



# GREYSTOKE STAGES RALLY

*Rallying with Barry Lindsay & Caroline Lodge*

Mid way through Barry Lindsay & Caroline Lodge's hectic rally season. The North Cumbrians plan a 15 stage rally year on their tight budget. With a collection of old Peugeot cup cars from the early 2000's the cars are still being pushed as hard as they used to be. Lindsay & Lodge are contesting the ANECCC SG Petch Championship which after 7 of the 10 rounds they both lead but now that dropped scores come into it they may face a battle when it comes to the end of the year. Mixed among them events will be a selection of Forest and tarmac events to keep them busy on the stages and in the garage prepping.

**Greystoke Stages** attracted a full entry as always this popular single venue forest event. This year West Cumbria Motorsport Club were joined by Eden Valley MC in a merge to share the work load. Six stages were planned all in the same forest with servicing in there also.

Following our run at Argyll two weeks before we were confident that the setup needed on the Peugeot 206 was the same as it was at Dunoon the conditions dry & dusty were the same again.

Stage 1. Having done the event before we knew that its a sprint event, no time for getting used to the conditions it was push on from as soon as the lights go green. Despite some dust hanging the risks paid off and were 2<sup>nd</sup> fastest overall after some of the leading cars were delayed following car 2 going off and blocking the stage.

Stage 2 Thankfully the wind had increased for the repeat and more dust had cleared in the 1 minute gap between cars for this one. There was still a lot of loose gravel on the surface of the stage.

In service fuel, spanner check and front tyres were needed the roads were so abrasive.

Stage 3 was in the clockwise direction. The 206 had taken a knock to the rear suspension on a bank as they found the limit of that corner. At service a tie bar had broke a bolt so the tie bar was removed and would carry on without it for the rest of the day.

Stage 4 was a repeat, Another good run and quickest in the class and were building a buffer and in 6<sup>th</sup> Overall but needed more front tyres.

Stage 5 was another change of route with a different start to the stage. Quickest in the class with no issues.

Final Stage. With a comfortable class lead and after a high speed moment a few miles in, we backed off realising the tyres had given there best and good championship points were on the cards. Now wasn't the time to chuck it off. Happy to bring the Ex Cup car home 9<sup>th</sup> Overall and 1<sup>st</sup> in class.

Thanks to everyone who helped organise or marshal the event.



*Photos Courtesy of Martyn Petry*

*Barry Lindsay : Spadeadam MC*



Photo Courtesy of Eddie Kelly



## ***Dunoon Presents.. Argyll Stages 22nd June***

### ***Rallying with Barry Lindsay & Caroline Lodge***

We travelled up Friday afternoon and with the pre event checks made and signed on our service crew Jonathan Lodge & Michael Lindsay met us as we then headed to our B&B then into town for food.

The event was dry and some parts would be dusty and the stages were reported as in fantastic condition but all events say that now a days.

Into stage one and all was going well then a mile from the end the engine dropped to tickover...Thankfully it was downhill for the last mile so we coasted down watching for the next car expecting it catching us.

Quick inspection on the stop line discovered the throttle linkage had lost a bolt. So out of the control a bolt was borrowed from the front wing to keep us going.

Straight into stage 2, another uphill stage and with a couple of loose sections. A quick management service before Stage 3 was abit hectic but we got our due ATC time. This stage was a short 4.5mile but before the chicane at 3miles I was sensing the car wasn't turning right so suspected a puncture. In the chicane my theory was confirmed. We battled on being careful on right handers and came across the class leader half on the road stuck in the ditch so had to be more careful past them not wanting to be in the other ditch on a puncture. With a reduced pace we could admire the sea views!

With another 15sec lost to go with the first stage 35seconds we were 40<sup>th</sup> OA and 6<sup>th</sup> 1600cc out of 9 so weren't in line for many ANECCC points following a regroup and service we headed for stage 4.

This stage like the others had been non stop corners which kept us both busy. Another fight back had begun and returned to service 26<sup>th</sup> OA and 3<sup>rd</sup> 1600 34seconds behind.

A 20min spanner check, splash of fuel and off to do the same stages again.

Stage 5 Was a full on attack and did include a rear in the ditch moment but 38sec quicker than the first run when the throttle came adrift.

Straight to SS6 Same time as the first run through but took some time back off the class leader.

SS7 had cut up alittle but another attack saw the 206 get 7<sup>th</sup> fastest 2wd mixing it with the 2ltr Mk2 Escorts. More importantly 14sec quicker in the 1600 cars. #

Back to service ahead of the last stage. In 20<sup>th</sup> OA, 2<sup>nd</sup> in class and 16sec behind.

We were running out of stage miles with only 6.5miles remaining. We attacked the stage gave it all the 1600 could and took a few risky lines trying to hold the speed through the corners. The stage was so twisty the notes were constantly being read with barely time to breath, when we got to the end we knew we'd given all we could. We'd gone 19sec quicker than the first run but it hadn't been enough we only took 8sec out of the leader. It had been 6<sup>th</sup> 2wd time which is encouraging to know we had the pace and IF ONLY .... the result could have been different.

***Barry Lindsay : Spadeadam MC***

# Mann wins as Jacques takes maximum BXCC points at Sweet Lamb

**BRITPART**

British Cross Country  
Championship



Rick Mann and Rebecca M Clarkson won the latest Britpart British Cross Country Championship (BXCC) round, which was held at Sweet Lamb in Wales, with Mark Jacques and Adam Nicholson finishing 2nd overall and 1st BXCC crew.

Justin Birchall was joint leader of the championship going into the event and he made a rapid start at Sweet Lamb, setting fastest time on the first three runs in his Lofthouse Frelander to take a seven second lead over Mann.

Birchall and Mann shared fastest times for the remainder of the day one runs but it was Mann who held the lead overnight, six seconds ahead of Birchall with Phill Bayliss in 3rd in his Land Rover Special.

The testing 6.2 mile course proved to be tough for some crews on day one. Andy Powell rolled his car at a hairpin, Andy De-guilio crashed out of the event on the opening run and Michael Wilson put his Frelander on its side. Greg Macleod, doing his first British event for several years, retired his Bowler with a broken engine.

Birchall's hopes of a second BXCC win this season were dashed when he rolled his car on the opening run of day two, this left Mann to take a convincing win despite a wheel bearing problem on the final few runs.

"It's my first event for nine months," said Mann "It's been a slow rebuild since an accident in France last year. The racing was great, we had a good ding-dong with Justin on the first day. The course seemed to change overnight, it felt rougher and more slippery. The wheel bearing issue was worrying as there was a risk the wheel would come off but we got to the finish. It's been a great weekend of racing, the organisation was top-notch and the course had a bit of everything, I love racing at Sweet Lamb."

With Mann not registered for the championship it was Mark Jacques who took maximum points in the title race.

"We've had a great weekend, the car has been impeccable," commented Jacques. "The course was fantastic and we had fun swapping times with Phill Bayliss. I'm looking forward to the next round at Bovington now, it should be good."

Bayliss followed up his round two 3rd place with another 3rd overall and 2nd BXCC crew. He commented: "I thought our Forrest Estate result was a fluke but we've finished well again. We had a fairly hassle-free weekend, the only problem was breaking a shaft on the last run which meant we did most of the course in two-wheel drive. The stage had a good mix of terrain and was spot on."

Ian Gregg and Adam Evans finished 4th overall and 1st in class in their Polaris RZR. Warrington duo Mike Moran and Tony Coid finished their first BXCC round this season, taking their Lofthouse Evo to 5th place and 1st in class 8. Fellow Lofthouse crew Richard Wynne-Williams and Matthew Lower were 6th ahead of Jason Rowlands and Liam Dudley in their Par Homes Can-Am X3.

Toby Jefferson, who celebrated his 50th birthday at the event, finished 8th in his GSR 206 with BXCC newcomer Tom Jones driving his Can-Am X3 to 9th. Britpart's Paul Myers gave his Land Rover Special's new engine its competitive debut, finishing 10th overall.



*Continued on Page 37*

Phil Ibbotson and Karina James finished 12th despite an almost event-ending moment on day one when they attempted a cut on one corner which nearly saw their 6R4 Evo head down the hillside.

Oisín Riley had his sponsors in the navigator's seat of his Polaris and they finished 15th overall and 2nd in class.

Rob Bool was classified 17th after being 7th overnight, his AT 4x4 Challenger suffering from a fire caused by a broken exhaust on day two. Fortunately the fire was extinguished with the assistance of Ryan Cooke who was next on the road.

Cooke himself finished 13<sup>th</sup>, his hopes of a good result ended when the fan belt on his Milner LRM-1 came off, resulting in a maximum for one of the runs.

The championship will resume in August at Bovington in Dorset. For more information please visit [crosscountryuk.org](http://crosscountryuk.org). For pictures from the event please visit [www.facebook.com/songasportoffroad](http://www.facebook.com/songasportoffroad). Video coverage from the event will be available on [www.youtube.com/specialstage](http://www.youtube.com/specialstage).

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



**Top 10 results:**

- 01. Rick Mann/Rebecca Clarkson (RM Dirtstar) 01:36:48
- 02. Mark Jacques/Adam Nicholson (Lofthouse LS3) 01:40:09
- 03. Phil Bayliss/Lance Murfin (Land Rover Special) 01:41:02
- 04. Ian Gregg/Adam Evans (Polaris RZR) 01:42:20
- 05. Mike Moran/Tony Coid (Lofthouse Evo) 01:42:54
- 06. Richard Wynne-Williams/Matthew Lowe (Lofthouse BMW) 01:44:33
- 07. Jason Rowlands/Liam Dudley (Can-Am X3) 01:44:39
- 08. Toby Jefferson/Megan Jefferson (GSR 206) 01:49:30
- 09. Tom Jones/Alice Fairbanks (Can-Am X3) 01:49:56
- 10. Paul Myers/Alastair Myers (Land Rover Special) 01:52:24

# More Comebacks than Frank Sinatra

After a sabbatical of a number of years from competition, the man who's had more comebacks than Frank Sinatra, is back! Now this was all arranged sneakily as Pete Littler spoke to my wife Pat before he even mentioned it to me!

Pete and I used to rally together back in the 90's and even managed to secure Hyundai's first win in an Accent WRC in this country. Now a lot of water has run under the bridge since those days as well as my ever expanding waistband and failing eyesight! Pete's idea was to rally a historic specification Mk2 Escort which would be run by his old business and my old employer, R-E-D.

We agreed to do a number of warm-up events and finish the year off with the Roger Albert Clark rally. It was like going back to the good old days. I went along to R-E-D who are now based in Sandycroft, North Wales for a seat fitting and was delighted to see the brand new (40 year old) car! It was beautiful! Proper Group 4 with a freshly built Alan Sherwood BDG engine. Oooooohh...gorgeous. Nearly too nice to rally.



## ***More comebacks than Frank Sinatra***

### ***Continued from Page 37***

So, we had a number of challenges to overcome before we even did our first competitive mile in the car. 1. Pete has now had his right leg amputated from the knee down, so moving his foot from the throttle to the brake would be interesting! 2. Pete has never driven an Escort before (not a major problem) 3. My eyesight isn't what it used to be (bi-focal glasses are necessary) 4. My weight isn't what it used to be (need to go on a strict diet, but one where alcohol isn't restricted!) 5. Do I still have the bottle? 6. I went up into the loft and dusted off my race overalls... brilliant... still ok to use. Have a check of my crash helmet... runs out of date on the 31st December 2018... what is today's date?... why it's the 1st January 2019 of course! Looks like a trip to Tweeks then to part with some coin. New helmet bought and a new Simpson Hans system to try.

We did a small test at 3 Sisters Kart track before our first competitive event. The test proved positive highlighting a few problems. The major issue being the throttle and brake pedals were too far apart and Peter's false foot kept getting jammed behind the pedals! Quite funny at the time but not what you want on an event. R-E-D mechanics quickly remedied the problem by extending both pedals sideways! Onto our first event, North West Stages, closed roads, fantastic! We ran as 0 car and so were under strict instructions from Mrs Marchbank to get round the whole event unscathed or else!! Great learning curve for us both.

We had another test but this time down at the Sweet Lamb complex. Great to be back on the gravel! Nice to meet up with Jon Bennett-Evans (Owner) he used to sponsor us back in the day and Jon and Peter had some wild evenings together. Jon agreed to put some stickers on the Escort in return for some f.o.c testing. Again testing went well and showed that we needed to get the "circuit racing style" out of Peter as he's just finished driving an Aston Martin GT3 and being smooth in a mk2 on gravel isn't going to cut it!

Saturday 13th April was the RallyNuts stages based in Builth Wells. We were down there early on the Friday for scrutineering but it took us an hour and a half to get through signing-on as we kept getting stopped by old friends and fellow competitors for a yarn! Pete reckons racing isn't anything like this as race people usually keep themselves to themselves. We managed to finish the event unscathed and get some much needed seat-time. An ok result for three old fogies!

Next event up was the Plains, a famous rally that I'm honoured to say I've had the pleasure of winning in the past. Again classic stages in the Dyfi complex and also using Dyfnant and Aberhiraant near Bala. Another finish, a better result and Peter's driving was improving all the time. Car was running faultlessly.

Our next event was the Red Kite stages based down in South Wales. The stages down there are a lot faster than North Wales and flow a lot more. 1st stage was Margam, a timeless old RAC stage. 3,2,1,GO! 50 Turn HBR on C (50mts turn handbrake right on crest)... Pete chucks the car into the junction on the bar!..... My door flies open!! I try desperately to shut the door but it's not having it! I have to hold the door closed with my right hand whilst holding and reading the notes in my left! Very interesting and no style whatsoever whilst turning the page over. We managed to sort the problem out by cable tying the door to the roll cage whilst I persuaded the officials it would be ok safety wise as I could cut the tie with our safety belt cutter if we had a problem. A very hot day with dust causing problems saw us finish an amazing 12th o/a and 2nd in the historic class. I looked like "Oliver" by the end of the event covered in dust!!

Onto our last event the Nicky Grist stages again based in Builth Wells but this time using Halfway and Crychan and part of the tarmac on Epynt ranges. Both Nicky Grist and Mike Broad commented on what an old duffer like me was doing back out! I couldn't answer them! The rally was run over 8 stages, 4 repeated. It was all going so well until the exhaust came away from the manifold after some gigantic craters in Halfway caused the problem on S2. We decided to drive sensibly so as we could get to service after S4 and the lads could fix the problem. The main issue with no manifold is no power at all so when we got 95% of the way through S4 a "Keep L/C for Flat Right" saw us into a ditch and on into the undergrowth a good 100mts from where the incident started! Very fortunate to get away without a roll and incurred only minor damage to the Escort. Lucky boys! Bit of a summer break now until the Woodpecker in Ludlow at the end of August which is just as well as all the repairs will have been sorted by then. Hopefully a small test beforehand to get us back into the swing of things.

Nice to be back out and enjoying the rallying without all the pressures. I'm still doing some Classic Tours and Historic Road Events along the way but we don't want it interfering with our travels in the motorhome.

***Andy Marchbank : Wallasey MC***

# Nicky Grist Stages

## Tommi takes victory in Builth Wells

Tommi Meadows put on an impressive display at last weekend's Nicky Grist Stages Rally to take his first victory in the BTRDA R2 Rallye Cup.

Keen to make up for their retirement on the Plains Rally, Tommi and co-driver Osian Owen mounted an attack from the beginning. The pair emerged from the 9-mile opener in Crychan with a 4-second advantage over closest rivals Perry Gardener/Keaton Williams, before adding another second to their lead in SS2.

SS3 saw Gardener claw back 2-seconds from Meadows, however, a spirited performance through the Llyn Login stage allowed the Clitheroe driver to take another stage win and return to the midday service with an 8-second lead in the R2 Rallye Cup.

The morning's stages were again repeated for the afternoon loop, totalling just under 22-miles of competitive action. Pushing hard, Tommi and Osian were able to guide their Swift Group and Greenlight Sports & Entertainment backed Fiesta R2 to another fastest time in SS6 and led the R2 Cup contingent by 6-seconds with just one stage to go.

The final stage (Llyn Login 2) proved to be a highlight of the season for the Fiesta crew. They set a time that was not only 2-seconds quicker than Gardener's but also 12th-fastest overall out of the whole 101-car field, ending the event with victory in the BTRDA R2 Rallye Cup and 20th overall.

"It feels brilliant to take the win here after a really close and enjoyable battle with Perry and Keaton," said Tommi.

"We've had a busy few weeks leading up to the event and I'm really grateful for the help from my supporters - it's great to see things coming together with a step-up in our pace recently. The Woodpecker is Perry's home rally and we know he goes well down there, so there will be no room for error!"

The team now have a small break to re-prepare the car ahead of the Ludlow-based Woodpecker Stages Rally on 31st August.

### BTRDA R2 Rallye Cup Results

Pos	Crew	Car	Time
1.	Tommi MEADOWS / Osian OWEN	Ford Fiesta R2	48m27s
2.	Perry GARDENER / Keaton WILLIAMS	Ford Fiesta R2	+8s
3.	James GIDDINGS / Sion CUNNIFF	Ford Fiesta R2	+47s
4.	Tony SIMPSON / Ian BEVAN	Ford Fiesta R2	+1m09s
5.	Ed FOSSEY / Will RUTHERFORD	Peugeot 208 R2	+1m53s
6.	Alex WATERMAN / Richard BLISS	Ford Fiesta R2T	+2m17s
7.	Ryan BLANFORD / Chris DOVE	Citroën C2 R2	+4m41s
8.	Gareth CLARKE / Jack CLEMENTS	Ford Fiesta R2T	+8m12s
9.	Mathew TORDOFF / Tim TORDOFF	Ford Fiesta R2	+11m08s
10.	Rupert FLYNN / Peredur Wyn DAVIES	Ford Fiesta R2	+1h21m53s



Image by [chasingthecars.com](http://chasingthecars.com)



Image by Phil Taylor



Image by Paul Mitchell

# Dunfermline Car Club Mach 1 Stages Rally

13/14th July

Here we go. 4th event this year for KJ Motorsport at the Mach 1 Stages Rally, which was at Machrihanish base near Campbeltown

Nearly a 6 hour drive to cover the 152 miles, but well worth the trip.

90 stage miles on super smooth but very very abrasive tarmac were planned for the 2 days of competition.

Through pre event checks on Friday afternoon saw 'Tara' ready for a late start the following morning for the 8 planned stages.

Saturday morning dawned dry but overcast, and with plenty of time before the 11.00 start, I had time to do one lap of the stage on my bike to get an idea of what was to come, having never been here before. With a mixture on flat out sweeping corners and tight chicanes we were good to go for the first loop of stages.

The first two stages passed without any troubles apart from us being concerned about high tyre wear. With 2 more stages completed before the lunch break, and the fronts were down to the canvas

As temperatures rose in the afternoon, the rears also started to give out, and with 2 more stages still to run, we decided to change them at service.

Near the end of the next stage it felt like we had a puncture. Decided to press on at a reduced pace, only for the rear wheel to make a run for freedom with a mile to go. Stopped to find not only no wheel but no nuts and only 3 studs visible. Took a nut off each wheel and limped out of that stage and completed next one at snails pace losing nearly 8 minutes in total.

Back to service to find brake disc with a chunk missing out of it and back plate damaged. With handbrake shoes removed and wheel huts borrowed, it looked like we were fit to go for the four long stages planned for Sunday.

Bright sunny morning would mean more heavy tyre wear and high in car temperatures for the day ahead.

First dilemma today was Shona turning up with a scratch on her eye and unable to wear her contacts, but worse than that was I couldn't find the bacon I'd bought for breakfast

First stage went ok, with wonky eyed co driver trying to read a map and look out of window with long distance glasses on making her feel sick. Decided to complete rally on a drive it if you can see it mode

Waiting at start of last stage we could see red flags were being shown due to rally leader crashing out within a mile of the finish. Stage was cancelled and that was it, end of rally.

38th overall was not the result we wanted as we would have made the top 20 without the delay.

Thanks to organisers, Marshall's, medics, recovery, radio etc

Shona for squinting out of the window

Great event

Great location

Great weather

Will be back next year

4 events

4 finishes



© Hunter Motorsport Media



© Hunter Motorsport Media

*Photos Courtesy of Hunter Motorsport Media*

**THE COBBLE SHOP**  
GREAT VALUE GARDEN STONES AND PAVERS

*Kevin Jaffray (KJ Motorsport)*

# Down Rally

Got a call from Jim Brindle a couple of weeks prior to the rally looking for a replacement codriver .

I said yes of course , this would be my first time competing on the Irish Lanes . Notes were ordered but with not a lot of time to think the day was soon upon us to travel up to Cairnryan to catch the ferry upto Belfast.

Thurs was a nice chilled day relaxing before the event going over the route on the dvd and checking the notes . Friday was Recce day and off we went to the Eikon centre in Lisburn to sign on and off we went for 6 hrs of recce , the stages looked in fantastic condition with lots of crests and bumps to contend with on the day .

Recce done and onto scrutineering which passed without drama and the mini 1275gt was put into Parc ferme overnight .

We had a nice early start and the sun was thankfully shining again early Saturday, the roads would probably be a bit damp in places so after a 12 min service out of Parc ferme it was our turn to start the event and a short road section saw us arrive at Lougherne a 5 mile stage which there was standing water on . Set a good time there and onto SS2 Drumaknocken just over 5 miles and we set a great time with no dramas , another road section back to the Eikon centre which had a short spectator stage of 0.75 miles , very short but with concrete blocks lining the stage it was tricky and would certainly do a lot of damage if you strayed offline . Safely round and a 50 min service before a 5 stage loop taking in all of the stage done before but also 2 over the world famous Hamiltons Folly .

What a leg of rallying this was classic stages that had everything. We managed to complete all 5 without incident and back to service before a loop of 3 stages back to the 2 stages at Hamiltons Folly plus Drumaknocken to finish a relatively drama free run and back to the finish saw us in 81st position and 1st in the historic fuchs mini challenge which was a nice surprise to both of us .

A thoroughly enjoyable weekend in NI organisation was first class . Great drive from Jim all day ,

Wouldn't mind another crack at these roads again sometime

**Jim Brindle / Martin Young : Clitheroe & DMC**  
**Mini 1275gt : R.A.C.E**



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CIRCUIT

# Stone relights his Protyre Asphalt Rally Championship title fire with maximum points in Northern Ireland

John Stone has re-ignited his Protyre Motorsport UK Asphalt Rally Championship title challenge by scoring maximum points on the Carryduff Forklift Down Rally in his Legend Fires-backed Ford Fiesta WRC.

Co-driven by Jack Morton, the Blackburn driver was fastest out of the blocks on a very wet and slippery opening stage to open up an immediate advantage – which was the start of a titanic battle between Stone and arch rival Damian Cole, who immediately set about fighting back after an over-cautious start. As Cole began his fight back, Stone lost a slight bit of momentum on SS2 when a software issue with the new boost pack on his ex-Mikko Hirvonen car made it feel down on power, but he'd retained his lead at the end of a tricky opening loop of three stages.

Both cars and drivers were back to full speed in time for the all-important 23.2 mile middle loop of five stages, but try as he might Cole couldn't quite regain all the earlier time lost. Just 13.8 separated them as they headed into the final 16.85 mile loop, which contained a repeat of the three longest stages. As Cole pushed even harder, Stone was able to control the gap and take a very well-earned maximum points haul. The result moves Stone up to sixth in the overall drivers' standings, making him a serious title contender as the two scores to drop rule will count in his favour on the final two events.

Despite a torrential overnight storm leaving the opening loop of stages very wet and slippery, Cole was at a loss as to how he'd dropped so much time on the opening stage. But after that he and co-driver Paul Spooner flew over the remaining ten stages, and whilst only a handful of seconds separated Cole and Stone all event, the six time Asphalt champion eventually finished second, just 16 seconds behind, in his Get Connected/Energizer-backed Fiesta WRC.

John Devlin might be a local man who knows the stages well, but his performance in his Escort Mk2 was nonetheless outstanding. Re-united with his normal co-driver John McCarthy, the Banbridge driver charged through a waterlogged opening stage and pressed on when the roads quickly dried in the warm breeze to score third place, and maximum class, points. While Devlin leads the B11 drivers' category, Ashley Trimble heads the co-drivers' section, having navigated successfully for David Armstrong (Escort Mk2).

Ross Brusby/Dave Robson also put their Northern Ireland rallying experienced to good use to take fourth place points after a magnificent trouble-free run in their Chesterfield Transporters-backed Escort Mk2.

Disaster struck Wayne Sisson when a suspension joint broke on his AMS Arnside Motorsport Mitsubishi Lancer Evo X, folding the rear right wheel under the car and spinning him around. By luck, it all happened within sight of his service crew at the EIKON Spectator Stage (SS3) and he was able to complete the short test on three wheels and get into service having lost only 30 seconds. After that, he and co-driver Michael Hendry had a great run to score fifth place points and maintain their class B14 lead.

Alan Kirkaldy continues to lead the R5 category after a good day in his Cairnsmill Caravan Park Fiesta R5, although the St Andrews driver might have finished third had the master switch not turned itself off after a heavy landing on the Hamilton's Folly South test. He and co-driver Richard Crozier had to free-wheel down a narrow section of road to a junction before jumping out to reset the exterior kill switch before continuing, losing a minute. It was still a very impressive performance, which moves Kirkaldy up to second in the overall drivers' standings, 32 points behind Cole.



## **Down Rally : Continued from Page 42**

Darren Atkinson had an eventful rally in his Atkinsons Sandblasting/Dennison Trailers/S&W Fabrication-backed Escort Mk2. His first rally in Northern Ireland didn't start well, booking into the SS1 time control late and receiving a 1min 20sec penalty – and then he did the opening stage with the volume on his new digital intercom turned down, so he couldn't hear co-driver Phil Sandham. They drove brilliantly after that, and even survived a late scare when a problem with the alternator saw the car stop on the road section to the final stage. They managed to fix it, but the earlier time penalty dropped them down the order. Their standings in the Asphalt Championship remain extremely good, however, with Atkinson third in the overall drivers' table and leading class B13, and Sandham leads both the B13 and overall co-drivers' sections.

There was a great family battle in the Century Autosport team, with father Chris Ford driving his Fiesta R5, which had received an engine rebuild since Rally van Wervik, and his son James Ford, who normally drives the team transporter to and from events and services for his dad, piloting a 2.5-litre Duratec-engined Escort Mk2. James' mechanical skills came to the fore on SS4 when the steering rack came loose, and he also survived a very close call when he hit a wooden post after a heavy landing. Despite a spin on the final loop, James and co-driver Michael Gilbey finished 54.5 seconds ahead of Chris who, co-driven by Neil Colman, enjoyed a faultless drive in the more modern four-wheel drive Ford.

Having navigated over the famous Hamilton's Folly stage many times, this was only Dai Roberts' second rally as a driver on the island of Ireland, having contested the Circuit of Kerry earlier this year. After a cautious start, he and Pete Phennah pushed hard in their Peugeot 205 GTi to score a fantastic top ten Asphalt Championship finish and take maximum points in class B10.

There is no change in the B10 leaderboard, however, as neither class leader Rhidian Daniels, nor second placed Adrian Drury, reached the finish. Daniels and co-driver Tomos Whittle suffered "gremlins from start to finish" in their JJ Aggregates-backed Citroën C1 Max; first the fuel pump started to play up on the opening stage and finally a lead to the coil pack melted on SS6, putting them out. Drury and Cat Lund were aiming for a strong performance, but retired early in their Drury Deliveries Peugeot 106 GTi.

Mike Pugsley/Marc Clatworthy have retained their class B12 title after another fine drive in their 1974 Escort Mk1 RS2000. A loose lead caused a misfire on the opening stage, but after that they enjoyed a great run, benefitting from the experience gained on the Down Rally last year to carry more speed and have greater confidence with their pace notes. Three class wins and two seconds gives the Welsh duo an unassailable class lead with two rounds remaining. Four maximum scores from five rounds has also given Will Mains/Claire Williams the 1400S class title. For his first rally in Northern Ireland, the Llandysul driver had wheeled out his white Ray Thomas & Sons/WCS Environmental-backed Vauxhall Nova, which he last drove on the Masterpixel Media Manx National Rally, and put in another very impressive giant-killing performance.

Oli Hopkins had an early scare when the throttle pedal on his Hopkins Motorsport-owned Mitsubishi Mirage stuck opening, creating a "four hundred yard rollercoaster" which luckily happened on a long straight. That was quickly fixed, only for the water pump belt to break on the first run through Hamilton's Folly North (SS5), putting him and co-driver Ian Taylor out of the event.

Geoff Glover had rebuilt the axle on his rear-wheel drive Astra for the Down Rally, but he and co-driver Keith Barker retired on the road section between service and SS4. The non-finish has dropped the Middlesbrough driver down to second in class B11, but with leader Devlin yet to decide whether to contest the Mewla Rally or not, and unable to contest the final round on Otterburn, Glover looks favourite to clinch the class title.

John MacNiven/Graeme Kermod were hoping for a trouble-free run in their JAM Drilling-backed Subaru Impreza, but despite a major mechanical overall following the Manx National the Oban pairing didn't unfortunately complete the opening loop of stages. They set a magnificent time on the opening stage, despite going through the flying finish backwards, but a severe misfire on the very next test saw the car lose power and refuse to re-start, putting them out.

John Stone (1st) said: "This is an absolutely brilliant result for us. We've driven within ourselves all day, the car's been superb – it didn't feel right on stage two, but apart from that it was really good – and it's been a great event. Damian [Cole] is a formidable opponent and he's very difficult to beat, and I don't often do it, so I'm really pleased with this result. At the end of the day, the car is prepared next to where we make our gas fires by the lads who work in the factory, so it's not a professional rally team operation. So to score a result like this makes it great for them too."

Damian Cole (2nd) said: "It was a shame I was so poor on the opening stage, I don't know what happened but it was a terrible stage time! We did well from stage two onwards, but we just couldn't get back the time that John [Stone] took out of us on the opening stage, and ultimately that's what cost us maximum points. Looking at the Asphalt Championship, Jason [Pritchard] has to finish both the remaining events, so there is a bit of pressure on him, and all we can do now is go out and try to win the Mewla Rally and take the battle for the title down to the final round on the Cheviot."

John Devlin (3rd) said: "Finishing third in the Asphalt Championship certainly exceeds all our expectations, but it is our home rally and I do know the stages quite well. That said, I'm very pleased with our result. The first stage was slippery and very challenging, but despite the standing water we got through it okay, and the car has ran faultlessly all day. We've had a good result on the Manx National and now here, so we'll have to wait and see if we come over for the Mewla. The last round on Otterburn I can't do, as I'm getting married the next day!"

## **Airedale & Pennine MCC**

# **Amy's 18<sup>th</sup> Birthday Grass Autotest 13<sup>th</sup> July 2019**

It was a great blast! Four tests were laid out on the 11 acres at Mark Busfield's home and in the spirit of unconventionality whilst staying within the rules, no cones were harmed during this event. Instead it was laid out with pairs of brush handle poles, just like a trial, complete with numbers on the right-hand posts. Each test was intended to be a game of two halves with the start and finish gates adjacent to each other. Starting on the left, the course generally formed a loop to the left so that when a car was halfway round the test it crossed to the right loop, enabling a second car to set off onto the now vacated left side. This saves a lot of waiting time if there are two timing marshals available. Many thanks to the folk who turned out to help us, their assistance was invaluable.

The grass was short and the land fairly smooth so after choosing the shape of the tests the landowner smoothed it further by towing a huge roller behind his tractor. This apparently squashed the overspill from his cows so that it dried out and we did not go splashing through it in our nice shiny cars. Any excuse to blast around in his tractor was a more likely reason.

Overnight showers made the land quite slippery so too much handbrake was a certain means of promoting a 180 degree spin resulting in a loss of time. The alternative strategy of going fast and using lots of steering lock resulting in oversteer was about as ineffective so slowing for corners was a good technique that was used to better effect by some more than others. We did not allow knobby tyres so the land was not at all cut up.

Four tests run under PCA rules meant that the slower time of two runs was discounted giving eight runs for each of the two rounds, sixteen runs altogether. Our resident computer genius, Mr Coppin the younger, has developed very successful programmes for three round PCAs, our classic trial and another for PCTs but nothing existed for two round PCAs so he spent lots of time playing happily on the laptop whilst cars were hurtling around the field.

There is no truth in the rumour that someone hit a fencepost, the Micra stopped a yard short and the six inch thick post just fell over in surprise.

Results showed that the chap in charge of buying all our trophies won overall so I guess he should have bought a bigger one for himself. Results need to be finalised and will appear on the website when they are available.

The many dozens of poles and other equipment were initially just collected from the field and chucked into the back of my Saxo but thankfully whilst the results were being processed two kind gentlemen, Messrs Toft and North dragged them all back out and sorted them into sets so they are ready for next time we need them. This saved this feeble old guy a load of grief when I come to put the gear away in the storage place.

Following prize giving a resounding chorus of 'Happy Birthday Amy' was sung and several of us headed for the pub. A great event all round.



***A&PMCC seem to be able to attract a far better class of Autotest cars than other clubs do !***

# Warrington and District Motor Club's **Two-day summer PCA** at Wern Ddu Quarry, North Wales

On the Saturday morning a small group of competitors arrived early to sign on before the PCA started as we had been given the opportunity to complete our BARS tests to get our stage rally driver licences using our own cars through Phil Price rally school, so whilst the other competitors started the tests our small group completed a written exam and then joined the rest of the group to complete our practical part of the exam - once all this was done we received stamps on our licences, all of our group passed with flying colours! This was a wonderful opportunity provided by Warrington Motor Club & Phil Price Rally School for me to gain my stage driver licence in a place I knew well.

The event was run so that you could enter each day on their own as they were classed as two separate events - this meant we had a different groups of people competing against each other on both days with a smaller group choosing to compete on both days. I didn't expect much from myself - on previous events at this quarry I hadn't had much luck! On day one it started with two runs of a smaller test in the morning, with some tighter technical more traditional auto test style sections and a stop astride before a steep drop giving way to a quicker section with a chance to get up a little speed, at this point I had no idea how I was getting on just happy to be getting quicker on the second run through that test. After a small lunch break there was a longer test run twice in the opposite direction, this was just as technical however now included two sets of stage rally splits to make it more interesting and to ensure the drivers have to listen to their navigators in order to take the correct route. I again was just happy to get slightly quicker on the second run I finished the day having made no big mistakes and keeping it fairly tidy, however I felt I could have gone quicker as I do tend to be a bit over cautious! Somehow I ended up 1st in class to my surprise when the results were read out - beating my fellow lady competitors and coming 11th overall.

That evening there was a big barbeque for competitors wishing to stay over, with plenty of food and music and laughter it was an excellent end to the first day - it always feels like one big family whenever Warrington run one of these events.

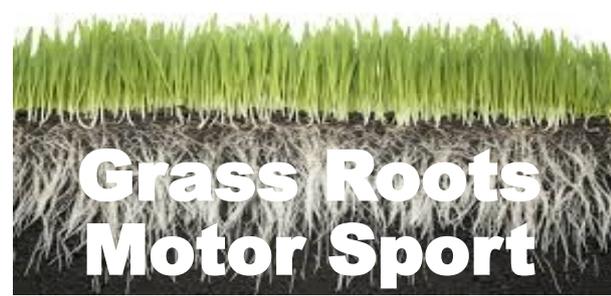
The second day we were competing against a different set of people and having had one 1st in class I now I wanted it again, the tests were the same as the Saturday route wise but this time the longer more complex tests were in the morning and the shorter in the afternoon, after being disappointed with not getting much quicker on the longer morning ones and comparing my times with the other people in my class I knew I had some making up to do on the shorter tests in the afternoon to equal the class result that I'd had from the day before, I ended up being 8 & 10 seconds quicker than the same test from the day previous, securing me 1st in class again for the second day running and 16th overall!

All in all it was a fabulous weekend and much fun was had! The two day format worked really well - a massive thanks to Warrington Motor Club and Phil Price Rally School - and to every Marshal that turned up to give their time to allow this event to run without even getting to compete themselves.

**Lauren Hewitt : Wigan MC**



**Photos Courtesy of George Jennings**



From Left to Right (as they are now)  
**The 1990 ANWCC Inter Association  
Autotest Team**

**Dave Graves (Reserve) : Bob Barker (Mini Special) :**  
**Dave Barratt (Cavalier) : Steve Johnson (Mini 1098)**

It was the only genuine 'main land' team at the event.

It was possibly the last time a road going large saloon car was in a team! Or even, the last time two road cars were driven to the Inter Association event and both drove home afterwards.

Steve Johnson was leading the British Autotest championship after the Northern Ireland round.

Some thought that was the Vauxhall Cavalier was a service car...

OK we did come last, but fun was had by all.

All four former team members, either drove or helped run the Graham Maxwell Celebration event on the 23<sup>rd</sup> June at the Lymm Truck stop



## Thank you!

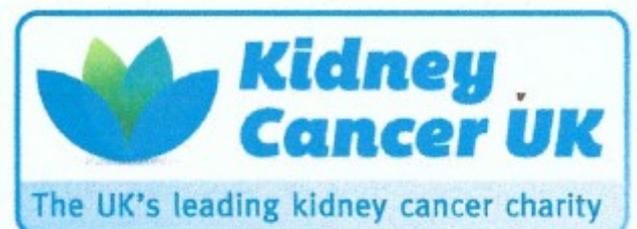
Thank you for raising £966 through the Graham Maxwell Event in support of Kidney Cancer UK, this is a tremendous amount and your continued support is much appreciated.

Your support helps to make such a difference for patients, carers and families, and is much appreciated. The money you have raised could fund 48 sessions of our freephone counselling service, each client, could be a patient or member of the family, has the opportunity to have up to 18 sessions, the service is there to support patients and their families during that hour of need, alternatively it could help fund 32 hours of research into early diagnosis and better treatments for kidney cancer.

Thank you once again for your fantastic support.

Best wishes

Alice Dewey  
Development & Project Officer  
[ad@kcuk.org.uk](mailto:ad@kcuk.org.uk)  
01223 491991



# Amazing News from George Lepley the John Easson Award Winner

"We have won the BTRDA Silver Star in the mighty Avenger, beating all the Escort BDA's, Millington's, modern R2's etc! It was great to win 4 from 4 events. Needing to finish 6th or higher on the Nicky Grist event, we finished 3rd."

"Tyre choice and being held up by catching a car in stage 1 was challenging, but our result was all the more sweet by beating the best of the British Historics! A great result for the team. The amount of PR that the car has created has been phenomenal, it's everywhere and everyone has talked about it."

"I would like to thank everyone at 2300 club for putting your faith in me and I'm proud to be the ambassador for the Award. As for future plans, the Avenger is on its way back to Baz Jordan. We are currently 2nd O/A in the Gold Star too and we are hoping to do at least the Woodpecker, if possible the Trackrod, in order to gain some more points for the championship. I have put an entry in for the Woodpecker. For now, I'll try to enjoy the summer break but get plans in place for the last 2 BTRDA rounds followed by 2020."



I changed my iPod's name to Titanic. It's syncing now.

England has no kidney bank, but it does have a Liverpool.

Haunted French pancakes give me the crepes.

This girl today said she recognized me from the Vegetarians Club, but I'd swear I've never met a herbivore.

I know a guy who's addicted to drinking brake fluid, but he says he can stop any time.

A thief who stole a calendar got twelve months.

When the smog lifts in Los Angeles U.C.L.A.

I got some batteries that were given out free of charge.

A dentist and a manicurist married. They fought tooth and nail.

# The Legend Fires North West Stages

**Saturday 21st March 2020**

"The Legend Fires North West Stages will be running on Saturday 21st March 2020 with an opening ceremony in Garstang on the Friday evening. The current plan is for the event to be 100% closed road with 4 or 5 closed road stages, each of which will be run two or three times during the day and giving a total of approx 55 stage miles.

However this event will only run as planned if there are enough clubs able to help to run the stages. The work is not just manning the stages on the day but more importantly it is all the preparation and that includes the requirement to have a Resident Liaison Officer for each stage who is the primary point of contact with all the residents along the route.

GPMC, CDMC and BRMC have already committed to running stages again and one or two other clubs are thinking about it but if there are any other member clubs who feel they could handle a stage, or join with another club to do it, then please let Dave Read on [dave@redfoxpromo.co.uk](mailto:dave@redfoxpromo.co.uk) soon.

One day an Irishman, who had been stranded on a deserted island for over 10 years, saw a speck on the horizon. He thought to himself... "It's certainly not a ship."?? And, as the speck got closer and closer, he began to rule out the possibilities of a small boat and even a raft.??

Suddenly there emerged from the surf a wet-suited black clad figure.?? Putting aside the scuba gear and the top of the wet suit, there stood a drop-dead gorgeous blonde!??

The glamorous blonde strode up to the stunned Irishman and said to him, "Tell me, how long has it been since you've had a good cigar???"

"Ten years," replied the amazed Irishman. With that, she reached over and unzipped a waterproof pocket on the left sleeve of her wet suit and pulled out a fresh package of cigars.??

He takes one, lights it, and takes a long drag. "Faith and begorra," said the man, "that is so good I'd almost forgotten how great a smoke can be!""??

"And how long has it been since you've had a drop of good Powers Irish Whiskey?" asked the blonde.??

Trembling, the castaway replied, "Ten years."??

Hearing that, the blonde reaches over to her right sleeve, unzips a pocket and removes a flask and hands it to him. He opened the flask and took a long drink. "'Tis nectar of the gods!""?? Stated the Irishman. "Tis truly fantastic!!!"??

At this point the gorgeous blonde started to slowly unzip the long front of her wet suit, right down the middle. She looked at the trembling man and asked, "And how long has it been since you played around?"??

With tears in his eyes, the Irishman fell to his knees and sobbed, "Jesus, Mary and Joseph!""?? Don't tell me that you've got golf clubs in there, too

# Gemini Communications



## RALLYING

**August 18<sup>th</sup>**

**Gareth Hall**

Trawsfynydd

Bala & DMC

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

**Neil Howard**

Oulton Park

Bolton-le-Moors CC

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

**Cadwell Stages**

Cadwell Park

North Humberside MC

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

**Glyn Memorial**

Anglesey

C&A MC

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

**Hall Trophy**

Blyton

Clitheroe & DMC

## BIKE RIDES

**1<sup>st</sup> September**

**Manchester to  
Nantwich &  
Return**

100 miles

? September

**Harrogate 100**

100 Mile ride

**1 - 6 October**

**Wales Rally GB**

North Wales

I.M.S.



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

**Recce 1**

**2<sup>nd</sup> October**

**Recce 2**

**3<sup>rd</sup> October**

**Shakedown**

**4<sup>th</sup> October**

**1st Day of Stages**

**5<sup>th</sup> October**

**2nd Day of Stages**

**6<sup>th</sup> October**

**Final Day Stages**

## TRAINING

**3<sup>rd</sup> August**

**Fire Training**

Darwen Services

email Tracy Smith  
[tracey.amsc@hotmail.com](mailto:tracey.amsc@hotmail.com)

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

**1st Marshal  
on Scene**

Darwen Services

email Tracy Smith  
[tracey.amsc@hotmail.com](mailto:tracey.amsc@hotmail.com)



# Golden Microphone Trophy 2019

## Following Greystoke Stages

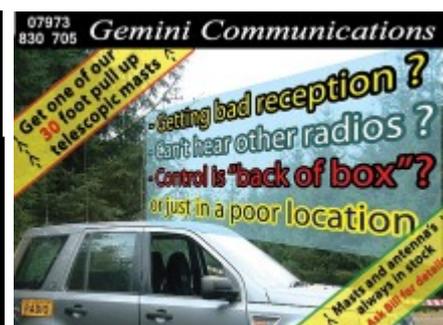
O/A	Call Sign	Operator	Score	
1	G 01	BILL WILMER (who?)	58	points
=2	G 37	JERMAINE JACKSON	49	points
..	G 56	TONY JONES	49	points
4	G 11	MARK WILKINSON	49	points
5	G 23	IAN DAVIES	48	points
=6	G 62	COLIN EVANS	39	points
..	G 38	SEAN ROBERTSON	39	points
..	G 25	CHRIS WOODCOCK	39	points
..	G 55	STEVE BROADBENT	39	points
..	G 16	BILL & ROBBIE O'BRIEN	39	points
11	G 14	ADRIAN LLOYD	38	points
=12	G 50	DAVID PEAKER	30	points
..	G 02	GRAHAM COOKSON	30	points
..	G 65	BRIAN EATON	30	points
..	G 33	JOHN ELLIS	30	points
=16	G 21	DEREK BEDSON	29	points
..	G 04	IAN WINTERBURN	29	points
=18	G 17	ROBIN MORTIBOYS	20	points
..	G 59	MAURICE ELLISON	20	points
..	G 61	DAVID BELL	20	points
..	G 64	BRIAN WRAGG	20	points
..	G 70	DAVID MAINPRICE	20	points
..	G 24	PAUL HENRY	20	points
..	G 09	KEITH LAMB	20	points
..	G 13	STUART DICKENSON	20	points
=26	G 05	STEVE COOMBES	19	points
..	G 07	TONY & AVRIL LEE	19	points
..	G 26	MARK DICKENSON	19	points
..	G 03	LES FRAGLE	19	points
..	G 52	STEVE LEWIS	19	points
..	G 48	PETER LANGTREE	19	points
=32	G 06	DAVE CROSBY	10	points
..	G 28	ANDREW TAYLOR	10	points
..	G 51	GERRY MORRIS	10	points
=35	G 53	TOM & VICKY MERCER	9	points
=36	G 10	BRIAN KENNEDY	0	points
..	G 31	DUNCAN STOCK	0	points
..	G 32	BRYAN FLINT	0	points
..	G 39	KEVIN JAMES	0	points
..	G 41	JERRY LUCAS	0	points
..	G 42	ROGER WHITTAKER	0	points
..	G 58	GEOFF INGRAM	0	points



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# **The 2019 WRGB Rally (01st & 02nd) 03rd to 06th October**

This is again to welcome, update, advise and invite you to help with Safety Radio cover on this year's event. I am now able to inform you of the whole of this years route which is listed with stage name, distance, times running for the internationals and nations events and the Stage Commander below. Some of the stages are very short and will not need many radio crews. These are identified by either being FULL or by invitation only by the Stage Commander. Please note that everyone must register on RallyStageTeam, the event database which is now open up and running.

Your assistance is greatly needed and truly appreciated.

## **Thursday 03 October**

### **Shakedown 4.4 Km Gwydir**

9am till 12:30 am SC Karen Spencer - Radio Crews will be on invitation from the SC Only.

### **SS 1 Oulton Park 3.7 Km**

19:08 - Stuart / Graham - SC Jon Binns / Darren Spann -  
Radio Crews will be on invitation from the SC Only.

## **Friday 04 October**

### **SS 2/6 Elsi 10 Km**

07:17 - 14:40 - National 09:22 - SC Jon Aston

### **SS 3/7 Penmachno 16.95 km**

07:45 - 15:08 National 09:50 - SC Wenna Roberts

### **SS 4/9 Dyfnant 19 km**

09:57 - 18:12 National 13.04 - Steve Henstock

### **SS 5/10 Aberhirnant 14.5 km**

10:55 - 19:10 National 14.02 - SC Mike Kennett

### **SS 8 Slate Mountain 1.6 Km**

15:58 - National 10:40 - SC Gwyn Jones  
FULL - Radio Crews will be on invitation from the SC Only.

## **Saturday 05 October**

### **SS 11/16 Dyfi 25.5 km**

08:08 - 16:21 National 12.48 - SC Mario Mangano

### **SS 12/14 Myherin 23.5 Km**

10:08 - 14:08 National 16.15 - SC Dyfan Davies

### **SS 13/15 Sweetlamb / Hafren 25.7 Km**

11:02 - 15:02 National 17.09 SC Gary Mitchell

### **SS 17 Colwyn Bay 2.4 Km**

19:10 - SC Mark Dickinson -  
FULL - Radio Crews will be on invitation from the SC Only..

## **Sunday 06 October**

### **SS 18/21 Alwen 10.4 km**

07:24 - 11:06 - SC Ian Evans

### **SS 19/22 Brenig (power stage) 6.45 km**

8:08 - 12:18 - SC Jon Binns  
Radio Crews will be on invitation from the SC Only.

### **SS 20 Great Orme 4.8 Km**

09:26 - SC TBA



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

**Bill Wilmer**

**Wales Rally GB, Event Radio Staffing Coordinator  
& Senior Official - Communications**

**Wales Rally GB, North Wales Radio Equipment Co-ordinator**

Mob 0044 7973 830 705

[w.wilmer@btinternet.com](mailto:w.wilmer@btinternet.com)

**Register on RST at [Rallystageteam.co.uk](http://Rallystageteam.co.uk)**

# Radio Mutterings July 2019 : Ian Davies : Gemini 23



GEMINI MOTORSPORT COMMUNICATIONS									
STAGE OPERATIONAL SUMMARY									
SS	1	1st Car	1	In @	08' 32' 00	1st Car	14	Out @	08' 24'
Last Three In			53 54 56	Last In @		08' 59' 00	Total		
Last Three Out			52 54 53	Last Out @		09' 14' 30			
Cars Stopped In Stage						Car 14 @ 328*	Car 36 @ 322*	Car 51/	Car
						Car 6 @ 522*	Car 48 @ 316/	e 914	

It's been a quiet yet busy couple of months, with work and holiday commitments unfortunately limiting my rallying time. With a break in proceedings I thought it was time to reflect on the first half of the year and look forward to the next.

For me the year proper started in February with two contrasting events the first is the trip over the M62 to Lincolnshire and the **Jack Neil Memorial Stages** at Blyton. I don't know who remembers Storm Erik but that weekend it hit and the flat former airfield landscape at Blyton took a real battering. This was my first time flying solo as a Radio Controller and at times the small control cabin was rocking and rolling in the wind, necessitating at one point us tying the door shut to avoid it and us from being blown away. The action was fast and furious and I particularly remember the demise of a TR7 who gave a good impression of the RAF Red Arrows team as his smoke trail obliterated the views of any other cars or indeed the circuit. The day passed off without too much more drama and was an event that took place in some of the most challenging conditions.

One week later and I have the short trip across into North Wales on the Friday evening and a Control role once again from early Saturday this time on the **Cambrian Rally**. The event radio comms is set up to run primarily over the internet, with other Gemini teams out up various mountains babysitting repeaters (a very sensible and much needed back up, but more of that later). Sharing control with Heidi and Chris we divide the stages and management frequency between us and settle down for the days action.



*Continued on Page 52*

## Radio Mutterings

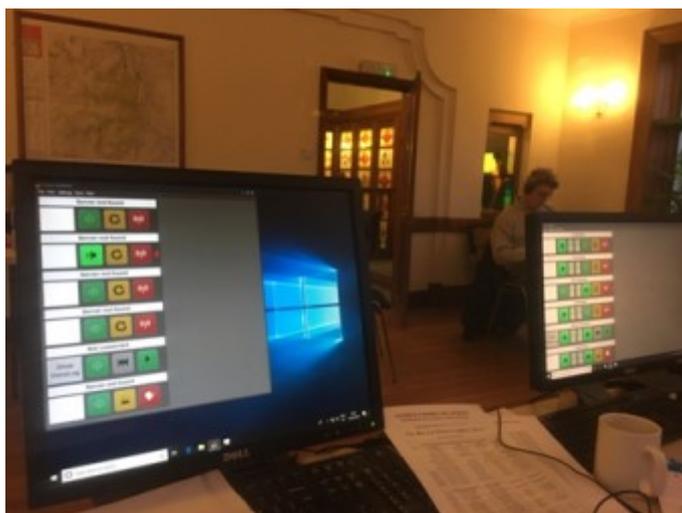
### Continued from Page 51

Unfortunately the technical gremlins strike very early and we have a constant battle to keep the internet connections running, although at times Gemini One can listen in and even contribute from Florida !. In the end the forethought of placing Gemini controllers out in the field with the repeaters pays dividends and at times we have to fall back on them as our eyes and ears in the field, linking back into control. For me I particularly remember the huge off of Car 53 in Crafnant on the first run of the stage who manages to find the deepest ditch in Wales. In the end the poor crew are left there for the second run and at the end of the event we organise a 'clutch' of recovery units (Forrest, Extractor, Corsair and Tunnel) to effect what was a difficult and challenging recovery.

A few weeks later and with lambs in the fields and snow on the mountain tops it's back into Wales once again for the **SMC Stages** at the ever changing and I must say improving Anglesey Racing Circuit. This time around I get out of the control chair and back out onto the stages and my 'usual' role as split radio / judge of fact. To be honest I don't recall anything particularly dramatic about the event other than it seemed that every few minutes Summit 5 was calling for a fresh spill kit !. It was certainly an event where the three recovery units were kept busy, which meant that along with longer than planned turnarounds we only managed eight of the scheduled stages, despite the organising team's best efforts.

The second half of April found me in Belgium exploring the Battle of the Bulge and by chance coming across the small town of Stavelot and its historic Abbey. With a few hours to kill we decided to explore the Abbey complex and unexpectedly came upon the '**Musee du Circuit de Spa-Francorchamps**' located in the superb vaulted stone cellars of the abbey. What a great museum for the motorsports fan, with cars and bikes of every type, well worth a visit if you happen to be in the area or close by.

May offers me a double headed weekend, starting back again in Wales with the **Plains Rally**. Somewhat unusually we find ourselves running Control from a garage workshop in Bala, not ideal as we are running or at least planned to run the event over the net again. Sadly the internet gremlins strike again and even the use of 4G doesn't provide a full solution and those ever resourceful Gemini teams out with the repeaters save the day once again. For me I spend the day looking after the Aberhirlnant and Llangower stages, which provides for a busy day as crews explore the absolute limits of the stages and at times their abilities. With so many recoveries to sort out and limited times between stages it was more than frustrating to have one car in a dangerous position and no crew members anywhere to be found when the recovery crew arrived. In the end despite a stage stoppage and injury on SS1 the event was well managed and co-ordinated, despite the odd control location and technical issues.



Continued on Page 53

## Radio Mutterings

### Continued from Page 52

For me the day isn't over as I have the long evening drive north and east over to Melbourne and a few hours sleep before the Sunday running of the **John Overend Memorial Rally** and a role as solo Radio Controller. From the very off at 08:30 the conditions are very foggy making for some challenging navigation around the stages, during which and pretty much throughout the day the chicane bales take a real battering. On SS3 there is a very 'firm' safety call from Silk 8 as he has a car roll at his junction and rescue and recovery are put on standby by, but eventually not thankfully needed. Long turnarounds and a particular problem with the layout of SS5 make for a very long and extended day. Another car rolling on SS7 adds to the woes and in the end the event finishes at nearly 19:00, a long day for all concerned.

So far the year has been varied to say the least and in the second half of the year there are many more events to come, as I look forward to the likes of Weeton, Trawsfynydd, Blyton, Oulton Park and of course the Wales Rally GB.

**Ian Davies**

**Gemini 23 / motorsport UK Radio Controller**

An Obituary printed in the London Times.....allegedly!! Today we mourn the passing of a beloved old friend, Common Sense, who has been with us for many years. No one knows for sure how old he was, since his birth records were long ago lost in bureaucratic red tape. He will be remembered as having cultivated such valuable lessons as:

- Knowing when to come in out of the rain;
- Why the early bird gets the worm;
- Life isn't always fair;
- And maybe it was my fault.

Common Sense lived by simple, sound financial policies (don't spend more than you can earn) and reliable strategies (adults, not children, are in charge). His health began to deteriorate rapidly when well-intentioned but overbearing regulations were set in place. Reports of a 6-year-old boy charged with sexual harassment for kissing a classmate; teens suspended from school for using mouthwash after lunch; and a teacher fired for reprimanding an unruly student, only worsened his condition.

Common Sense lost ground when parents attacked teachers for doing the job that they themselves had failed to do in disciplining their unruly children. It declined even further when schools were required to get parental consent to administer sun lotion or an aspirin to a student; but could not inform parents when a student became pregnant and wanted to have an abortion.

Common Sense lost the will to live as the churches became businesses; and criminals received better treatment than their victims.

Common Sense took a beating when you couldn't defend yourself from a burglar in your own home and the burglar could sue you for assault.

Common Sense finally gave up the will to live, after a woman failed to realize that a steaming cup of coffee was hot. She spilled a little in her lap, and was promptly awarded a huge settlement.

Common Sense was preceded in death,  
-by his parents, Truth and Trust,  
-by his wife, Discretion,  
-by his daughter, Responsibility,  
-and by his son, Reason.

He is survived by his 5 stepchildren;

- I Know My Rights
- I Want It Now
- Someone Else Is To Blame
- I'm A Victim
- Pay me for Doing Nothing

Not many attended his funeral because so few realized he was gone.

If you still remember him, pass this on. If not, join the majority and do nothing



# Hexham & DMC Northern Dales Classic

## July 14th

The West Cumbrian crew of Chris Hunter/ Fiona Tyson chalked up a narrow and hard fought win on the Hexham & District Motor Club's Northern Dales Classic Trophy, the Mazda MX5 crew just edging it from Andrew Roughead/ Kev Cousins BMW Mini with the evergreen Tom Hall/ ( Riley Elf )ably assisted by Courtney Raylor finishing in a tie for third place with the well driven Peugeot 106 of Simon Jennings / Colin Fish.

The unique Northern Dales, run completely within the confines of a former cement works at Eastgate in Weardale, proved to be as popular as ever and was oversubscribed well before the date that entries closed, the format of several "laps" of a series of tests goes down well with competitors as, when they have completed their lap, they can watch what everyone else is doing. Twenty tests were scheduled and the Hexham club ran the event as efficiently as ever and even had time to chuck in a couple of extra tests as a bit of a bonus. Despite heavy showers in the days preceding the event, none seemed to have descended on Eastgate and conditions were extremely dry and, consequently, extremely dusty for competitors.

Fastest out of the blocks on the opening test was the Rover 25 of Jack Palmer/ Ellie Hughes but by the end of the first lap the lead had been taken by the deceptively quick Peugeot 106 of Simon Jennings/ Colin Fish who were 9 second up on the Suzuki Ignis of Jack Morton / Phil Kenny with Hunter/ Tyson and Roughead/ Cousins close behind. Despite an error on the third test, Hall/ Raylor still led the Historic section from the Talbot Sunbeam of Chris Parker/ Molly Livermore and John & Marian Sloan's MG Midget. Already in bother was the other Talbot Sunbeam of Aidy and Joe Charlton, suffering from overheating problems.

The second lap saw Palmer/ Hughes and Hunter/ Tyson post the best aggregate time, the latter crew moving into the lead but only by a single second from the Jennings/ Fish Peugeot , Hall/ Raylor still led the Historic crews, ahead of Parker/ Livermore and the Sloans who had a slight detour on Test 7. The smart Nova of michael Glendinning / Charlie Sayer-Payne really flew on this lap, unfortunately they "Crash Landed" with a maximum on the last test of that loop.

Glendinning/ Sayer-Payne continued to set a scorching pace and they were quickest over the four tests that comprised Lap Three, however, a solid performance from Hunter/ Tyson saw them head for lunch with a 4 second advantage over Jennings/ Fish with Roughead/ Cousins the best of the rest, Hall still leading the Historic contingent from Parker / Livermore.

With everybody well fed and watered, hostilities recommenced on another lap of four tests, these had been modified slightly from the morning's layout, something which was missed by a number of crews, notably Glendinning/ Sayer-Payne who spoilt another flying lap, going awol on the final test, they were by no means the only ones.



*Continued on Page 55*

## The Northern Dales Classic Trophy Continued from Page 54

Hall/ Raylor and Palmer/ Hughes were joint quickest on this latest "Circuit De Cones" but Hunter/ Tyson extended their lead when Roughead/ Cousins bumped a cone leaving them tied with Jennings/ Fish. Some other crews were starting to make an assault on the leader board notably Liam Charlton/ Luke Tait ( Ford Puma ) and Harry Raylor/ Ben Leighton ( Mazda MX5 ).

It all got very interesting on the final lap as Roughead/ Cousins pulled up to level with Hunter/ Tyson while further down the field, Glendingning / Sayer-Payne were quickest on three tests only to pick up yet another maximum on the fourth one, oh what might have been !. Quite a few crews sustained punctures as tyres started to wear on the abrasive cement surface and there were some impromptu "Pit Stops" as fresh rubber was urgently fitted.

With the event running ahead of schedule, the organisers ran two extra tests where Hall/ Raylor and Palmer/ Hughes set the quickest aggregate time but, crucially, Hunter/ Tyson shaded Roughead/ Cousins to seal a fine victory in a hard fought event, Hall's late flourish lifted him into joint third spot, tying with Jennings/ Fish with Palmer / Hughes and Parker/ Livermore the best of the rest. With the clinging dust clouding the event all day long it was hardly surprising that the entire entry all headed for the nearby Cross Keys Inn where a hearty meal of home made pie and chips accompanied a very welcome cooling drink as results were calculated, awards presented and everybody departed homewards, well satisfied with their days sport and all asking the same question, "When's the next one ?"

### RESULTS :-

1 <sup>st</sup>	Chris Hunter / Fiona Tyson	Mazda MX5	1347
2 <sup>nd</sup>	Andrew Roughead / Kev Cousins	BMW Mini	1349
3 <sup>rd</sup>	Tom Hall / Courtney Raylor	Riley Elf	1354
3 <sup>rd</sup>	Simon Jennings / Colin Fish	Peugeot 106	1354
5 <sup>th</sup>	Jack Palmer / Ellie Hughes	Rover 25	1365
6 <sup>th</sup>	Chris Parker / Molly Livermore	Talbot Sunbeam	1378
7 <sup>th</sup>	Liam Charlton / Luke Tait	Ford Puma	1415
8 <sup>th</sup>	Harry Raylor / Ben Leighton	Mazda MX5	1417
9 <sup>th</sup>	Jack Morton / Phil Kenny	Suzuki Ignis	1440
10 <sup>th</sup>	Philip Hodgson / Ian Giles	Mazda MX5	1445

### HISTORIC SECTION

1 <sup>st</sup>	Tom Hall / Courtney Raylor	Riley Elf
2 <sup>nd</sup>	Chris Parker / Molly Livermore	Talbot Sunbeam
3 <sup>rd</sup>	John Sloan / Marian Sloan	MG Midget
4 <sup>th</sup>	David Alexander / Mark Humphries	Vauxhall Viva HB
5 <sup>th</sup>	Ross Blyth / Mike Cook	Austin Healey Sprite
6 <sup>th</sup>	Andrew Aird / Archie Wakefield	Austin A40
7 <sup>th</sup>	Graham Cornthwaite / Lynsey Procter	Morris Mini
8 <sup>th</sup>	Ian Dixon / Richard Welsh	MGB GT
9 <sup>th</sup>	Michael Stead / Ben Wilkinson	Buckler MK6
10 <sup>th</sup>	Malcolm Mackay / Mark Crack	Mini Clubman

### Class Awards :-

H1.	Chris Parker / Molly Livermore
H2.	David Alexander / Mark Humphries
M1.	Andrew Roughead / Kev Cousins
M2.	Harry Raylor / Ben Leighton

### Mixed Crew Award

Chris Hunter / Fiona Tyson

### 1<sup>st</sup>. Hexham Crew

Liam Charlton / Luke Tait

### 1<sup>st</sup>. Family Crew

Ryan Tubman / David Tubman



**Ed Graham : Hexham & DMC**  
**Photos Courtesy of Tony North**

# SERVICE FROM STEVE BENNETT AT SABELT

Although I had been aware I needed a new spec helmet since last October as usual I left it until the last minute to do something about it basically because I wanted to try one on as they are expensive, they start at just under £300 and I wasn't aware of anywhere in Cumbria I could try one on. However after enquiring on facebook several people posted saying Steve Bennett from Sabelt which is based at Flusco industrial estate near Penrith was brilliant and he sold helmets, Hans devices, seats and in fact lots of motorsport equipment.

A quick phone call to check he was in saw me off to his unit near Penrith to try on helmets. He doesn't normally keep full face ones in stock as he specialises in rally helmets with intercoms, however he fixed me up with a nice new open helmet that fitted well without any problem. However when I returned home my goggles would fit properly and my wife thought it too modern looking for my car, Barbon was now looming much nearer, mild panic was setting in.

After deliberating for ages a phone call to Steve at 4pm in the afternoon and he assured me he would get me a full face one for next day, sure enough a new helmet was delivered to my door before 10am the very next morning all the way from Ireland. Unfortunately different manufacturers size helmets differently and the helmet was too tight, oh dear Barbon almost upon us, even bigger panic and much embarrassment.

Another phone call to Steve and he assured me again another one would be delivered the next day, sure enough the courier was at my house before 10am again this time the helmet fitted perfectly.

Steve could not have been nicer or more efficient, he never grumbled at all and when I took the other helmets back he showed me around his vast sock of motorsport equipment. I cannot praise the guy enough so if you need any equipment give Steve a ring on 01768 480048, his prices were far cheaper than all the other online companies and his service couldn't be better.

Thanks to Edwin & Richard Cook, Tony Grisdale and Chris Spencer for contacting me and telling me how good Steve Bennett and Sabelt were so why not ring 01768 480048 and see what Steve can do.

*Keith Thomas.*



*Photos above courtesy of 11yr old Thomas Kirkpatrick  
Sequence of shots at Barbon Hairpin*

**Clitheroe  
& District  
Motor Club**



**TAYBRIDGE**  
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## Clitheronian Rally 21/22<sup>nd</sup> September

This year the event is again being run under a Road Rally permit, with straightforward navigation in the form of six figure grid references with ample time to plot.

As ever, we aim to provide you with some no-nonsense rallying on great roads.

**The route will take in maps 97,98,102 &103.**

The route will be taking in 145 miles of classic, 100% tarmac roads that will be familiar to many competitors, but still challenging nonetheless.

**Regs and online entries will be available at  
[www.clitheroedmc.co.uk/ClitheronianRally.htm](http://www.clitheroedmc.co.uk/ClitheronianRally.htm)**

### Marshals Appeal

Without the generous support of the marshals, we wouldn't have an event.

Whilst we are not insisting that each competitor brings a marshal (as many clubs are doing these days) it would be an enormous help if you could ask your friends or club colleagues if they would like to support our event

**If you would like to marshal, please contact  
the chief marshal:-**

**Matt Broadbent tel. 07342 215686  
or email [chiefmarshal@clitheronian.co.uk](mailto:chiefmarshal@clitheronian.co.uk)**

# Malton Motor Club White Rose Classic Rally

## Sunday 7th July



Chester based Matt Warren in his Mark 1 Escort ran out a comfortable winner in Malton Motor Club's White Rose Classic Rally held on Sunday 7th July. Aply navigated by Andy Pullan from Ilkley Matt was fastest on the tests on private land and was also best on the navigational sections held in the Malton area. Runners up were York driver Richard Isherwood (Golf GTi) navigated by Henry Carr from Ilkley who were 2 minutes and 2 seconds behind. In third place were Harvey Steele and Martin Pitt from Peterborough in their Volvo 144 a further minute and three seconds in arrears.

Class winners were Rob and Amy Henchoz (Volvo P544), Thomas and Roger Bricknall from Cornwall (Golf Mk1), Roger Fyldes/Seren White (MGB), Mark Goodwin/Anthony Davies (Dolomite Sprint), Andrew Parr/Robert Funnel (Cooper S), Martin Ogleby/John Parker (Opel Kadett GT/E). Special mention for Malton members Jonathon and Sue Swales in their Mini 1000 for winning their class and finishing 17th overall.

The cars left Malton Market Place on Sunday morning, flagged away by Derek Mathewson from Mathewsons Auctions at Thornton le Dale with his classic Morris Minor van next to the start ramp.

The cars then meandered through the lanes northwards before venturing into Wykeham Forest to test the navigator's skills. After a coffee break at Wykeham Tea Rooms crew completed a series of tests near Wykeham Hall before another navigation section to the lunch halt at Sledmere House where provisional early results were on display via a computer link. Cars then undertook a series of tests in the grounds of Sledmere House before further navigations runs interspersed with three further tests at Staxton before returning to the finish at Norton Indoor Bowls Club.

There were only five retirements from the 46 starters which is quite remarkable given the age of these cars

The event was well received by most competitors although judging by the penalties on the road sections even the expert navigators found the instructions challenging. The awards were presented by Derek Mathewson who complimented the organisers on putting on an excellent event.

Full results can be seen on the Malton Motor Club's website by following the link to White Rose Classic or at [results.djames.org.uk](http://results.djames.org.uk)



**Dave Holliday**

**Photos Courtesy of Lauran Leach Photography**

The first weekend in July was a little hectic with Barbon Hill-climb on the Saturday and Greystoke Stages on the Sunday. Saturday started rather overcast and I doubted if the promised sunshine would manage to find Barbon. O ye of little faith - by 11:00 we had the summer that everyone else in the country had been enjoying. The organisers had a cracking entry and it was an early start for the competitors. Practice runs up the course to start with. Some competitors took it steady and probably those that knew Barbon took it at a more competitive pace. Then we got Sean Gould who was visibly giving it a lot more than anyone had running before him. When he got to post 2 where I was marshalling it was doubtful as to whether he would get round the corner or would he go off.? He went off, and rather spectacularly too. My immediate thought was that this was going to be one serious accident. So I was a little surprised to see the driver walking away from the car only moments after the off. The car looks to have suffered only minor damage but what do I know? The daft thing is that this was Sean Goulds first visit to Barbon and it was his first Practice run. Why the heck go for it when you don't know the hill and the time wouldn't count for anything other than bragging rights? However, reading the report from John Brown & Jerry Sturman on page 25 it would appear that something on the rear of the car broke causing the off - he was still going like a rocket past me.



A few other competitors attacked the ARMCO on the top hair-pin on their timed runs which meant we had delays and things went on a little longer than planned. There was a large amount of spectators and the queue at the ice cream van seemed to stretch forever.

The following day it was an early start to get to Greystoke for the Stage Rally. I knew that there were road works on the M6 and Average Speed cameras were in place - so I had allowed extra time for these. All the Cameras had 'Camera Not in Use' signs on them - so I needn't have bothered. Summer continued in the Lake District and we had the dust to contend with but not as bad as last year.



On SS1 Steve Banner (car 2) made a rare mistake and put his escort off. (probably caused by the dust) He managed to get back on to the stage but in doing so held up 5 other cars and they all received a notional time. Frank Bird won the Rally by almost a minute. After SS1 whilst there was the odd indiscretion by the odd crew but nothing serious and the radio stayed relatively quiet all day.

When you go on the ANWCC Web Site, Dave Thomas used to have a section that was titled 'Department of Useless Information'. It was far from that. It was statistics on all sorts of things ANWCC & motorsport connected. Since the Website has been rebuilt (I know it does not look different from the old website) this little gem has disappeared. I miss it. I found some of those statistics fascinating (I know - I need to get out more). Maybe only Dave Thomas and I ever looked at them.

On the weekend the 13th & 14th there was a plethora of major sporting events on. Formula 1 at Silverstone. The Cricket World Cup. Wimbledon Finals. Nicky Grist Stages. Warrington & DMCs Wern Due PCA weekend. Where did I choose to be? The Northern Dales Classic Trophy at the old cement works in Weardale!

Up the M6 and past the average speed cameras again - still with camera not in use signs on them. I had put the post code into the SatNav and it took me along some very tight gated moorland roads, including a ford. I was very glad to reach the A689 at Westgate - if I had of broken down I hadn't got a clue where I was. A breakfast bap containing sausages, bacon and egg at the catering caravan at the old cement works got things off to a nice start. Being an old cement works this venue does tend to generate lots of dust (See Tony Norths photos on pages 54 & 55) and despite it being a dull day we still had plenty of dust. A dull overcast day until the afternoon when the sun eventually decided to pop out from behind the clouds and it then the temperature went through the roof. 5 Tests run 6 times with a full entry & reserves meant that the start line crews and marshals had to be on their toes and keep everything tight otherwise we might miss our slot at the local pub for the Steak pie that was on offer.

## **Ford & VW Move Closer Together**

A few months ago I reported the Ford and VW were in discussions about closer cooperation in the future. It's now been announced that VW will become an equal shareholder in Ford's self driving car company and Ford will gain access to VW's electric vehicle technology. Ford are probably ahead of VW in self driving technology, but are miles behind them in electric car development, so the deal makes sense to both. Now the enormous costs of developing these new technologies will be shared giving each partner a 50% discount.

Ford will develop at least one new electric car using VW's MEB platform, VW will supply battery pack and other components, Ford will manufacture the car in Europe. As previously announced the two companies will jointly develop commercial vehicles in the future also.

Ford have also announced the cutting of 12000 jobs from its European operations which is almost 25% of current headcount, a staggering number. 5 production plants will close in France, Russia and Slovakia as well as the closure of the engine plant in South Wales already announced.

Whether VW Group eventually absorbs Ford of Europe remains to be seen, I certainly wouldn't bet against it.

## **Dealer Bad News Sadly Continues**

Pendragon, Britain's biggest car dealer continues to release bad news. Now the Chief Executive, who was only appointed 3 months ago has left with immediate effect. Next Lookers, another of the industry giants, have been hit by two major negatives. First they were forced to announce that the Financial Conduct Authority was commencing an investigation into the company's retail sales processes. Lookers are "cooperating fully" – given the enormous powers the FCA have they don't have much choice! They have admitted that in certain areas their processes were at fault so have already in effect pleaded guilty.

Only a couple of weeks after announcing the FCA investigation came the news that Lookers Chief Financial Officer was to leave, then a week after that that the second quarter trading had been "extremely tough" and that profits for the first half of the year would be around 25% down on the same period in 2018, and that little if any improvement was expected for the rest of this year.

Inchcape, Britain's 6<sup>th</sup> largest dealer group has denied persistent rumours that it is to close 20% of its dealerships. However the company did admit that it was carrying out a full review of the business currently so I for one think there's some fire behind the smoke here.

No doubt dealerships will continue to close. A recent survey showed 94% of UK car dealers expect that, 43% think 10-15% will go in the next 5 years, many expect a much larger reduction. Dealers are being battered by a falling new car market, increased costs coming particularly wage inflation, continuing demands from manufacturers and margin pressure in both new and used car sales. Used car demand is patchy and guide values have been falling rapidly leaving dealers with big stock write offs every month. In May the average franchise dealer recorded a loss of over £10000.

Locally (for those of us who live in Cumbria or South Scotland) we've just witnessed the collapse of Border Cars, a company built up from nothing over the last 40 years by Mike Fusco, a good friend of mine. Mike hasn't achieved his success by accident, it's been the result of many years of intelligent hard work. Sadly he won't be the last to succumb to the changes in the market, manufacturer demands and very tough trading conditions. As I've said before less dealers means less competition which is bad for the customer at the end of the day, but inevitable I feel?

## **Now Mercedes Face "Dieselgate", and More**

In late June Daimler, parent company of Mercedes-Benz issued a profit warning detailing that it was being forced to recall 60,000 cars in Germany because they had been found to be fitted with software designed to manipulate emissions tests. The cars will only pass the tests when "a certain function is activated".

The recall only effects the GLK 220 model produced between 2012 and 2105, but of course many other Mercedes models built at the same time used the same engine, so the German authorities are now looking at them also.

In mid July Merc followed up with a second profit warning, this one based a revised estimate of the likely costs of the diesel emissions recall and on the costs of recalling vehicles with faulty airbags. Like many other manufacturers Mercedes sourced airbags from Takata, a Japanese company. Some of these have failed resulting in several deaths. Takata went bankrupt in 2017 so Mercedes and others have to bear the recall costs themselves.

Mercedes have increased their provision for emissions costs by 1.6 Billion Euros and for the airbags by a further 1 Billion Euros, this plunging it into a loss for the quarter of 1.6 Billion Euros.

## **BMW Boss Falls On His Sword**

Harald Kruger BMW's Chief Executive since 2015 decided to resign recently just before the board meeting at which his future was to be discussed. He stated he wished to "pursue new professional endeavours".

Since he was appointed the shares have dropped by 36% and Herr Kruger has been widely criticised for allowing VW to pull well ahead of BMW in electric car development. BMW have now formed an alliance with Jaguar Land Rover for electric car development, proof perhaps that it had a problem it simply couldn't solve on its own?

## **Electric Car News**

Apart from the difficulties facing UK dealers this is the big subject this month. Jaguar Land Rover announced they are to invest £1 Billion to produce a range of electric cars at their Castle Bromwich plant in Birmingham, which many feared would close. JLR had confirmed earlier this year they were to bring battery and electric drive unit assembly to the Midlands, but with their recent financial losses many were nervous for the future until more details emerged.

JLR will establish a new battery assembly centre at Hams Hall near Birmingham set to be operational next year with the capability of producing 150,000 batteries a year. Meanwhile Castle Bromwich will be "transformed" with the installation of all new facilities and technologies which will enable flexible production of diesel and petrol cars alongside hybrids and pure electrics.

The first pure electric model from JLR will be the replacement XJ with a launch date still to be confirmed, but more battery powered models are expected to follow fairly quickly.

Meanwhile the pure electric Mini has been announced to be produced near Oxford starting this autumn. Range is claimed to be 124 miles, Mini say they have limited the range to this to reduce the number of batteries required thus lowering the cost. Prices will start at £24400 net of the Government Grant. However it seems likely VW will be offering much more range in a similar sized car for the same money, perhaps as suggested above VW really are ahead in the technology race?

Going back to the present low emission car sales dropped in the UK in June for the first time since 2017, reduction in the government grants are being blamed. Better news is the announcement that company car drivers choosing an electric vehicle will pay no benefit in kind (BIK) tax in 2020/21 following a Government review. This and the availability of electric cars with longer range will provide a very significant boost in sales. Typically a company car driver can save between £1000 and £2000 a year if they go electric, as well as saving on fuel costs for their private miles.

This will put more pressure on the recharging network which is already thought to be inadequate. More rapid chargers are now to be installed on motorways and major A roads. Highways England have "discovered" that 17% of these roads didn't have any such chargers. Even in areas with rapid chargers the RAC have reported that "hoggers" who leave vehicles plugged in for periods are a problem, as is the fact that they found many of the chargers simply didn't work!

## **Ford Revamps European Product Range**

As well as putting in place the drastic cost cuts referred to above Ford are also taking more positive steps to correct the gaps in their product range. They have been left behind by the move to SUVs and were until the VW deal mentioned well behind on electric car development. Now Mondeo, S-Max, and Galaxy are all to be dropped and replaced by one as yet unnamed new car. This means Ford are exiting both the large saloon/ hatchback and MPV segments of the market. Early 2021 is the expected launch date, and the new car will be sold in the US as well as Europe. It's rumoured to be a "high riding estate" comparable to the Subaru outback which while virtually unknown in the UK sells very well in the US.

Interestingly Ford still see a strong future for diesel in this class of car. Their latest diesels they say are as clean as petrol engines in real world conditions and more economical than mild hybrid/petrol engines, as well as being less expensive to produce. Last years Ford in Europe sold 50000 Mondeos, 24000 S Max and 12000 Galaxies, so you can see why they're doing this, these numbers are too low to be profitable. Ford are also dropping the C Max and B Max models, with the B Max to be replaced by the new Puma SUV. So Ford will reduce their European model range to 5 models, Fiesta, Focus, Puma, Kuga and the new unnamed large sports estate. This will be bolstered by imports from the US where seen sensible like the Edge and Explorer large SUVs. In addition there will be what Ford describe as a "Mustang inspired SUV". An electric Mustang? A Mustang SUV? What would Steve McQueen have said?

## **Speeding May Become Obsolete**

Not that any of us do it of course! Driverless cars won't, they will always religiously obey the limit in force where they are travelling, they technology enables them to know exactly where that is and what the limit is for that location. And that technology can of course be applied to cars that are being driven by a human being.

A senior VW engineer when interviewed recently made it clear that ensuring cars didn't ever exceed the speed limit was now a legal rather than a technical issue. In other words the technology exists but do our lords and masters wish to impose it on us? Whilst it would be popular with certain groups in general it's not thought to be a vote winner. A compromise may be reached where the driver can opt to switch off the speed limiter just as they can traction control for example.

Many drivers have expressed concern that once the car is so equipped there is the potential that data collected could be used against them, but VW have been clear that GDPR prevents this, but of course this law can be changed.

As I frequently say, enjoy your motoring while you can because the best years for drivers are behind us.

## **Morgan Enters A New Era**

The Morgan Motor Company having been family owned and managed for 110 years earlier this year the Morgan family agreed to sell a majority share in the business. The buyer was Italian private equity outfit Investindustrial. They have relevant experience having been the owner of Aston Martin until it floated on the stock market last year. They are still involved with Aston and may be more so soon (see below). At the same time as the change of ownership was announced Morgan took the wraps off their first ground up new car for 19 years, the Plus 6. Obviously this was designed and developed under the old management and many Morgan enthusiasts will therefore see it as the last "proper" Morgan.

In appearance you'd know what it is if the badges were removed, but under the skin there are significant changes. Power comes from a 3 litre BMW engine assisted by wait for it – a TURBOCHARGER! And would you believe there is only one gearbox available – wait again - an 8 speed AUTOMATIC courtesy of ZF! There's talk of a manual being offered later, but only talk. With a dry weight of 1075 kgs and 335 bhp and 369 lb ft of torque on tap performance is pretty brisk. 0-60 is dispatched in 4.2 seconds and 166 mph is achievable if you're brave enough.

Road tests are generally pretty complimentary as you'd expect with a price tag of £78000 before you get stuck into the options list.

## **Italians Help Aston Martin**

Italian private equity outfit Investindustrial who now have control of Morgan were co-owner of the company until it floated last year, they retain a 31% stake. Things have not gone well for Aston since the floatation, the share price has dropped by almost 50% from the original offering at £19. In February AM reported a loss of £68 Million for last year, and shareholders were unnerved by this and by the extremely generous remuneration packages handed out to top bosses in spite of the loss.

Apart from the Italians the largest shareholders by far were a group of Kuwaiti investors. They are unhappy and have been steadily selling shares which has contributed to the drop in the share price. Now Investindustrial have committed to buying £68.4 million of shares from the Kuwaitis to steady the ship. Hopefully that will buy AM time to start to see revenues coming in from their new SUV where volume deliveries will start early next year.

## **German Quality?**

Time was when although German cars were generally expensive at least they had an enviable reputation for quality engineering which to many buyers justified the price. It seems this may be no more. What Car magazine recently published a survey of motorists driving cars between 4 and 10 years old. They were asked to report how many repairs had been necessary in the past year and how expensive these had been. The worst result went to the BMW 1 Series, and the 5 Series was within the bottom 10 ALSO.

It won't surprise most of us that the best 10 list was dominated by Japanese manufacturers who occupied 7 of the ten slots with Toyota and Honda doing best. This made me reflect how much more reliable cars are than a generation ago. Here at Gilligan Towers we have a Ford Ranger and a Range Rover Evoque. Both are coming up 3 years old, they've done over 50000 miles between them and not a single warranty claim for either yet. No wonder the manufacturers can afford to give longer warranties than the 12 months/10000 miles that used to be the case.

## Peugeot Aim Straight At No 10

PSA who now of course own Vauxhall have said the next Astra model will be built at the Ellesmere Port plant near Liverpool. Which is great news, but it's not as simple as that. There's a but, and a big one. It is conditional on the "Final terms of the UK's exit from the European Union and the acceptance of the New Vehicle Agreement by the Unite Trade Union".

So the commitment from PSA is actually no such thing, there's just a possibility that Ellesmere Port will get to build the next Astra. If the conditions aren't met sadly I'm certain the plant will close. All down to BoJo and the union now?

## Manufacturers Try Everything To Boost New Car Sales

With new car demand remaining weak, and perhaps according to who you talk to weakening further manufacturers are trying every tactic to "move the metal". The range of offers available is confusing to say the least. Several are offering scrappage schemes with up to £4000 on the table if you trade in an old car. Or if you take finance you may get it interest free or with a deposit contribution. Free servicing for several years is on offer from some, while many will give you another £500 off if you take a test drive (or say you have if you can't be bothered).

Finally pre registration activity is definitely increasing again. I think that's my favourite, it's clear and simple, take a car the dealer registered at the end of June which has done no miles (in fact it's probably still in the storage compound) and save sometimes 25-30% off retail price.

*Paul Gilligan*



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

A man goes to his doctor and tells him that his wife hasn't wanted to have sex with him for the last 7 months.....

The doc tells the man to bring his wife in so he can talk to her. So the wife comes into the doctors office and the doctor asks her what's wrong and why doesn't she want to have sex with her husband anymore.....

The wife tells him, "For the last 7 months every morning I take a cab to work. I don't have any money so the cab driver asks me, 'So are you going to pay today or what?' so I take a 'or what'.....

When I get to work I'm late so the boss asks me, 'So are we going to write this down in the time book or what?' so I take a 'or what'.....

Back home again I take the cab and again I don't have any money so the cab driver asks me again, 'So are you going to pay this time or what?' so again I take a 'or what'. So you see doc when I get home I'm all tired out, and I don't want it any more".....

The doctor thinks for a second and then turns to the wife and says, "So are we going to tell your husband . . . . . or what"....

## Five Rules for life

- Money cannot buy happiness, however, it is more comfortable to cry in a Mercedes than on a bicycle
- Forgive your enemy  
But remember the bastards name
- Help someone when they are in trouble and they will remember you when they are in trouble again
- Many people are only alive because it is illegal to shoot them
- Alcohol does not solve any problems but then neither does milk

# Tim Sargeant Memorial Autotests

7th July 2019

Demon Tweaks at Wrexham provided the venue for the seventh round of the championship on Sunday the 7th of July, where warm sunny weather greeted the competitors. Three tests were laid out in the car parks, each to be attempted five times to count for the awards. The Inter-Association event (three car teams from different classes) was part of the competition, with some interesting results from the six teams at the end of the day.

The first round of tests saw Alastair Moffatt (Mini Special 1400) and Malcolm Livingston (Lindsay Special 1600) just 1 second apart, with Paul Fobister (Fobby Special 1600) a further 6 seconds behind. The Sports Car class was in the hands of Chris Chapman (Striker 1700), 4 seconds ahead of championship leader Willie Keaning (Striker 1800), with Steve Morten (Striker 1800) and Ian Chapman (Riot 1700) a further 3 seconds back.

The lunchtime scoreboard after nine tests saw Livingston now leading Moffatt by 1 second, with Fobister now 23 seconds behind. Chris Chapman was only 17 seconds behind Moffatt, with Morten just 4 seconds back, having overtaken Keaning, a further 7 seconds behind now having to nurse an engine that was losing water at every turn! Dave Mosey (Mini 1430) had a comfortable lead in the Mini class over Charlie Lower, who had broken a driveshaft on test 9, whilst John Moffatt (Nova 1600) had a 40 second lead over Toby Cook (Micra 1275) in the Saloon Car class.

The Inter-Association results were finely balanced, with the North West holding a slender 4 tenths of a second lead over the West Midlands, with Scotland a further 24 seconds behind.

The two afternoon rounds reflected the morning's tests, with various minor penalties being collected, but Moffatt regained the lead over Livingston with some stunning times, Fobister retaining his 3rd in class, whilst Keaning, despite his sick engine, regained 2nd place in the Sports Cars by 2 seconds from Morten who had to replace a broken front wishbone. A perfect afternoon from Chapman saw him retain the Sports Car class win by 5 seconds. Mosey won the Mini class, whilst John Moffatt lost time to an improving Cook who closed to 32 seconds behind in the Saloon Cars.

In the team competition, the North West extended their lead over the West Midlands to 20 seconds, whilst Scotland reduced the deficit in third place to just 10 seconds.

## Results;

1st	Alastair Moffatt Mini Special	1400759-7 secs
2nd	Malcolm Livingston Lindsay Special	1600767-1
3rd	Chris Chapman RAW Striker	1700788-9
4th	Willie Keaning RAW Striker	1800794-2
5th	Paul Fobister Fobby Special	1600795-3

## Inter-Association Teams

1st	Association of North West Car Clubs	2445-8 secs
2nd	Association of West Midland Motor Clubs	2465-8
3rd	Scottish Association of Motor Sports Clubs	2475-6

## Motorsport UK British Autotest Championship Scores;-

1st	Willie Keaning RAW Striker	1800187 pts
2nd	Alastair Moffatt Mini Special	1400176
3rd	Paul Fobister Fobby Special	1600166
4th	Malcolm Livingston Lindsay Special	1600161
5th	Chris Chapman RAW Striker	1700159



**The winning Association Team of ANWCC  
Duncan Wild, Stephen Morten  
and Ian Chapman**

# MotorsportUK

## British Autotest Championship

### Round 8 Maximum Attack Autotest

#### South of Scotland Car Club

#### 20th July

Cloudy, warm weather greeted the competitors in the 8th round of the championship on Saturday, at the Lockerbie Lorry Park. Three tests were laid out, each to be attempted six times to count for the awards. Malcolm Livingston (Lindsay Special 1600) was in trouble before the start, having to replace a locating bolt in the rear axle, successfully completed with the help of 2 or 3 other competitors. The first round of tests saw Alastair Moffatt (Mini Special 1400) and Malcolm Livingston (Lindsay Special 1600) just 1 second apart, with Paul Fobister (Fobby Special 1600) a further 7 seconds behind. The Sports Car class was in the hands of local man, and championship leader Willie Keaning (Striker 1800), with Chris Chapman (RAW Striker 1700) 4 seconds back. The saloon car class saw the renewal of the Knutsford battle between Toby Cook (Micra 1275) and Murray Walker (Nova 1600), Cook taking the initial lead by 9 seconds. The cloud had turned to rain part way through the first round, and continued to affect competitors until the end of round 2, and produced some interesting times, though Richard Pinkney (Westfield 1600) thought it hadn't made much difference to his times whilst still learning to handle his new car. On average, most rain affected times were 5 to 10 seconds slower.

The lunchtime scoreboard after nine tests saw Moffatt having a lead of 7 seconds over Livingston, with Fobister now 20 seconds behind. Chris Chapman was now up to 3rd overall, 20 seconds behind Moffatt, and 10 seconds ahead of the battling Keaning and Pinkney in the class. Cook had expanded his lead in the saloon cars over Walker to 23 seconds, but Charlie Lower's Mini 1275 was beating them both, 14 seconds clear of Cook.

The weather cleared up for the three afternoon rounds, and warm, dry conditions prevailed, allowing times to speed up considerably. Moffatt set off in fine form, pressurising Livingston into three small hesitations which were to prove decisive later on, whilst Chapman and Pinkney continued their private battle at the head of the sports cars, swapping times throughout the nine tests. Keaning collected a couple of penalties whilst giving chase, but not to fall to Dave Evans (RAW Striker 1600), who finished 20 seconds down. Lower's Mini continued apace, but Cook and Walker traded various penalties which saw Cook prevail by just 11 seconds at the finish. All the drama was left until the penultimate test, where Livingston had completed one of his best times, then watched as Moffatt's Mini Special come to a halt in the middle of the test with a broken driveshaft, and a maximum penalty. Moffatt replaced the driveshaft, again with the help of fellow competitors, and finished the last test. What were the scores? Livingston had set fastest time on the last test, but was it enough? The scoreboard said NO. Moffatt won by just 1.7 seconds to end an absorbing, furious day.

### Results

(Secs)

- 1st Alastair Moffatt Mini Special 1400 852-9 ]
- 2nd Malcolm Livingston Lindsay Special 1600 854-6
- 3rd Chris Chapman RAW Striker 1700 883-7
- 4th Richard Pinkney Westfield 1600 884-5
- 5th Paul Fobister Fobby Special 1600 885-8

### Motorsport UK British Autotest Championship Scores;-

- 1st Willie Keaning RAW Striker 1800 210 pts
- 2nd Alastair Moffatt Mini Special 1400 206
- 3rd Paul Fobister Fobby Special 1600 190
- 4th Malcolm Livingston Lindsay Special 1600 189
- 5th Chris Chapman RAW Striker 1700 187



**Report : Mike Sones**

**Photo Courtesy of Fern Motorsport**



## **John, George and the HWMs by Simon Taylor**

Simon Taylor the highly respected author, journalist, TV presenter, BBC and ITV F1 commentator, driver and owner of the fabulous HWM Stovebolt special has just had published a set of two books chronicling the history of HWM, who were a small firm that was started by a couple of young enthusiasts with the sole intention of building racing cars.

They did this so successfully they took on the might of Ferrari and others succeeding in beating them. They diversified slightly; built sports- racing cars as well then took on Jaguar & Aston Martin and beat their factory cars too. They were the first team to give Stirling Moss his first professional drive, what an achievement, it's like a story from a Boys Own comic.

Sadly one of the founders was killed in the Mille Miglia race across Italy this led to the eventual demise of the firm who built a total of only 19 cars but these cars conquered the best the rest of the world could produce.

When at boarding school, which Simon hated as he regarded it rather like a prison where they were forced to have cold baths every morning, to make life more bearable he wrote to all the manufacturers of sports and racing cars of the day for their brochures firm such as Lotus, Elva, Mallock, HWM, Buckler, Ginetta to name but a few; he still has all the information he gathered even today. He compiled and devoured the contents of those brochures in fact it channelled him towards his future career path. This insatiable quest for knowledge of 1950/60s sports cars means no one in the world has a greater depth of knowledge on these subjects.

After leaving university he joined Autosport as editorial assistant, was quickly promoted to editor, a post he held for many years. Haymarket Publishing took over the magazine so he moved on to a managerial post where he helped devise and start the magazines What Car and Classic & Sports Car. He was so successful he went on to become managing director of Haymarket, a company that has countless magazines covering all kinds of topics under its vast portfolio. If that isn't enough recommendation he co-wrote Stirling Moss's autobiography, "My Racing Life", as well as writing books on the history of AC cars, The Midland Automobile Club, Shelsley Walsh Hillclimb and Goodwood, other books he has written capture the lives of various racing drivers.

He has been friends with every F1 racing driver and constructor since the 1960s, he is a very successful driver himself competing at venues in Europe, Australia and America and is a highly sought after judge at the world's most prestigious car shows.

***Continued on Page 66***

## ***John, George and the HWMs continued from page***

Being so well connected and knowledgeable, can you guess which is his favourite car of all the ones he has come into contact with? Yes, it's his own HWM, a car he saw and lusted over as a youngster when he first saw a picture of it in "Sports Cars Illustrated", a magazine that his father bought him as a sweetener when taking him back to boarding school. In fact he cut the photo out of mag and taped it to the underside of his desk, he saw it every time he got his exercise book out, that was the thing that kept him going whilst at school, it was always in his mind even remained there during his early journalistic career in motorsport.

In the book he relates the bizarre occasion when fate allowed him to discover the Stovebolt in a garage in Staffordshire and finally the good fortune to be able to own it, his life was almost complete.

No one is better qualified to write on motorsport than Simon, HWM has been his passion, he describes how two enthusiasts created, financed, although in bad times they failed to finance their race team but they did succeed in constructing world beating cars.

Simon's work is a masterpiece, it comprises of two books printed on very high quality glossy paper, as one would expect from the former boss of a publishing company, contained in a slip case that oozes quality too. The two volumes contain hundreds of superb photos that illustrate vividly the various chapters. It's not boring information, Simon is a great storyteller of all sorts of anecdotes that give a sparkle about John Heath & George Abecassis, the two founders, their lifestyles, the buildings where cars were produced and really interestingly the people that built them such as Alf Francis, Stirling Moss's legendary mechanic. They drove to and from races all over Europe in old commercial vehicles that can loosely be described as team transporters, the tragedy of a fatal crash killing one of the partners and then the aftermath.

I haven't yet had time to read more than a few pages in detail but it is a wonderful story that needed told and no-one could have done it better than Simon Taylor.

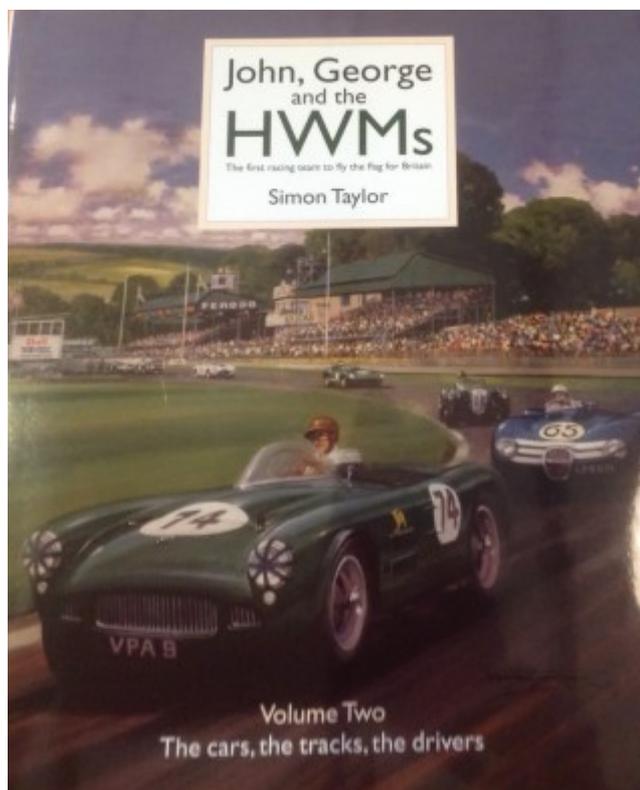
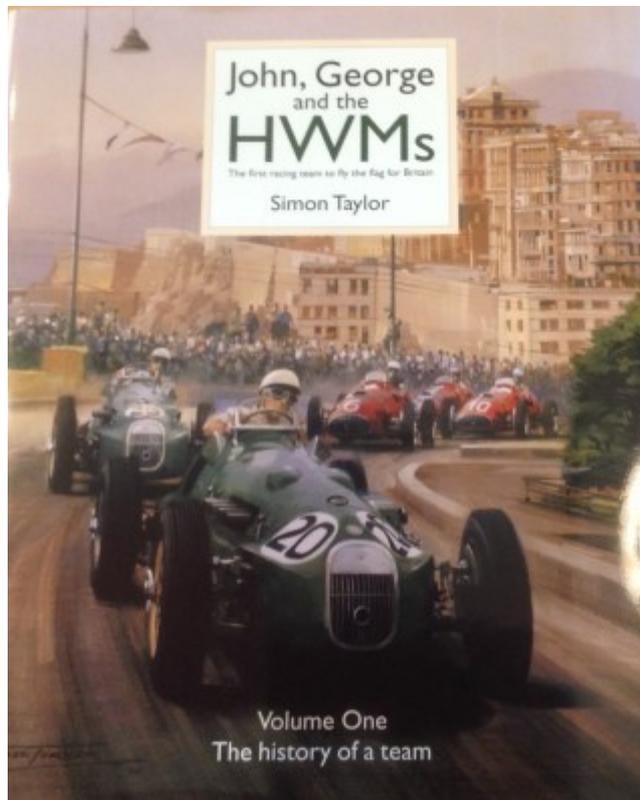
It's not cheap, it costs £130 but I googled the cost of a Man United v Chelsea ticket, the cheapest was £130 rising to £475 and that would normally last 90 mins, HWM would last considerably longer, it's entertaining, educating, even providing an interesting slice of social history around wartime Britain.

Simon praises fellow Cumbrian Kirk Rylands for being the perfect owner of not one but two HWMs including the most famous one of all HWM1, the works sports racing car he owned, raced and drove many thousands of miles all over Europe in it very successfully for 34 years until he sold it in 2008. I look forward to Kirk's more in depth review of the book shortly where he can expand in even more detail his long ownership of his fabulous HWM cars.

I have known Simon Taylor for quite a number of years now, his research is meticulous, his style of writing has a wonderful way of imparting knowledge to his readers in an entertaining light hearted way.

This book comes highly recommended by many reviewers, a very worthy addition to anyone's bookshelf; they are the sort of books one invariably keeps picking up again and again as they contain so much information one cannot absorb it all in a single read. Perhaps Santa could bring John George and the HWMs for Christmas although maybe like myself you couldn't wait that long so my wonderful wife placed an order for it knowing just how much I would appreciate it. When it arrived 24 hours later it exceeded all expectations.

Thank you Simon for dedicating the last three years of your life to this task, it has certainly been worth the effort.



***Keith Thomas***

# VSCC Lakeland Trial 9th November 2019

## The VSCC is looking for locals to help

Many of you will have marshalled, spectated or even competed on the VSCC Lakeland Trial which has taken place every November since 1968 in and around Lorton, Whinlatter and Wythop forests and up at Honister quarry.

A full entry of 100 cars built prior to 1930 tackle unbelievably steep and slippery slopes on forestry commission and privately owned land providing great entertainment to the many enthusiasts that come out to watch or marshal.

The skill of the drivers and the toughness of the vintage cars has to be seen to be believed because Bugattis, Bentleys, Model A Fords, Rileys, Lea Francis, Chrysler and seemingly dozens of Austin 7s can be seen tackling rough sections then scurrying from hill to hill finally ending up at the Wheatsheaf Inn in Lorton where marshals receive free drinks and results are worked out and announced.

This event was started in 1968 and run by Dick Smith, his family and helpers for over 50 years, organisation then passed on to other people but it started to unravel rather because fewer locals with intimate knowledge of the area weren't involved. Now the VSCC have sought to redress this they have put out an appeal for other motor clubs to get on board and help in whatever way people feel they can.

Rather over the top health and safety rules for the past two or three years prevented drivers from walking the sections if they wanted to and spectators were banned from the sections, this has now been done away with, spectators are very welcome to enjoy seeing the cars providing they act sensibly although the VSCC would much prefer people to sign on as marshals and be covered by their insurance.

Trials secretary Andrew Tarring came up recently and met locals to sound out what support was available, he was very pleased that tremendous support was indeed promised, about 25 people turned up the meeting he called and many others e mailed, phoned or sent their desire to help with the event.

He wishes to involve all local clubs so as David Rushton who many of you will know has agreed to be clerk of the course I have agreed to compile lists of people willing to help in whatever way they can.

Individuals have come forward willing to marshal, do recovery or tow cars out of sections, offers from people who are experts in radio communications, doctors and first aiders have come in so whatever you can offer we want to hear from you.

Send your e mail address and details to Andrew Tarring at the VSCC address shown or alternatively send them to me and I will pass details on.

You will then be kept informed of all happenings directly from the VSCC office.

Don't worry if you haven't marshalled before, you will be put with an experienced set of marshals but if various motor clubs wish to take charge of a complete hill then they will do their best to arrange this .

The trial takes place on Saturday 9<sup>th</sup> November but all the sections are set out the day before so if you are available on the Friday please volunteer to help set up, many club members such as Edwin Cook have done this for years, I understand they put on a meal at the Wheatsheaf when the sections have been set up so that sounds a really good idea.

Can you help ? then contact VSCC office or myself preferably by e mail.



*Keith Thomas*

**Andrew Tarring at [comps@vsc.co.uk](mailto:comps@vsc.co.uk)**

**or to Keith at [kandca.thomas@branthwaitemill.com](mailto:kandca.thomas@branthwaitemill.com)**

# Paddy power comes to East Lancashire! 2300 Club of Blackburn's Andy Mort Tour.

RALLY legend Paddy Hopkirk will be the guest of honour at the 2300 Club of Blackburn's Andy Mort Tour.

Hopkirk, who was one of the best-known rally drivers of the 1960's and enjoyed numerous wins behind the wheel of works Minis, has kindly agreed to join entrants and club members at the event, which takes place on Saturday, October 19.

"We are absolutely delighted to have Paddy with us, it promises to make it a day to remember," said club chairman Neil Molyneux.

"Paddy will also be giving a talk at the finish on his long and illustrious career in rallying, and there will be a question-and-answer session chaired by former international co-driver Ian Grindrod.

"We will also be opening up the forum to enthusiasts who haven't taken part in the Tour, but would like to join us at West Bradford Village Hall.

"The 2300 Club would also like to thank Mini Sport of Padiham, and their managing director Chris Harper, for making it all happen."

The Padiham-based Mini specialists enjoy close personal and business links with Hopkirk, and have been entrusted to look after his famous works Cooper S replica 6 EMO, in which he won the 1990 Pirelli Classic Marathon.

"We were very pleased to assist the 2300 Club in securing Paddy as their guest of honour, and as a friend and ambassador of Mini Sport, it will be good to have him back in Lancashire again," said Chris.

And Hopkirk himself is looking forward to joining everyone in October.

He said: "I know a lot about the 2300 Club of Blackburn and the Tour of Mull Rally which they organised, and I know many of their members, so it promises to be a great day out with friends old and new."

Now in its fourth year, the Andy Mort Tour is a non-competitive 'Touring Assembly' starting and finishing at West Bradford Village Hall, near Clitheroe.

It is run in honour of club member Andy Mort who was Competition Liaison Officer on the Tour of Mull Rally for many years, and a top National-level navigator in his own right. He sadly lost his life in an accident on the 2015 event.

Open to any 'vehicles of interest', the Tour will see crews embarking on a scenic route of at least 100 miles using simple navigation of tulip diagrams or map references, with code boards and marshalled checkpoints.

Run strictly to speed limits on non-damaging roads, entrants can use everyday road cars with no need for special safety equipment such as sumpguards or roll cages.

With a limit of 50 cars allowed, the organisers expect the entry list to fill very quickly, and entries will open next month. The entry fee is around £50 per car, which includes a rally-style plate, lunch at the Millstones, near Blubberhouses, and a meal at the finish.

**More information as it becomes available will be on the 2300 Club of Blackburn's website:**

**[www.2300club.org](http://www.2300club.org)**





# Pendle & DMC



## DALES Automotive Summer Tour



*Photo Courtesy of Ray Duckworth*

START, Lunch and Finish venue was the STONE TROUGH INN AND HOTEL at Kelbrook. An excellent venue where we were made really welcome by the staff. A large barm filled with either lashings of bacon or sausage were offered to us with tea or coffee.

We signed on and received the road book comprising both tulips and map references. Very well put together and easy to follow. Good practice for those intending to do stage events.

An entry of 21 cars varying from historic to virtually new was not a bad entry for a new event but I am sure even more people will do this event the next time it is run.

Cars set off down to Dales Showroom at Kelbrook at 8:45. Dales are the local Subaru and SsangYong agents. We all lined up here and waited for a start time. Time for a noggin and natter and some photos.

The first car driven by an old hand Mal Graham and navigated by a recuperating senior, Maurice Ellison set off followed at minute intervals by a further 21 cars. The first route consisting of 81 miles passed through Skipton upto some good roads around Gargrave and Bell Busk and the famous Airton Hairpin. We then went north venturing up some classic roads to Malham Moor and across the tops towards Arncliffe, Stainforth, Horton in Ribblesdale and down to Giggleswick, Sawley and one of my favourite areas Paythorne straights. I had forgotten how fast these roads are. All these roads we went over are past classic roads used on many a night rally. The difference between touring these roads during the day and on a night event are startling to say the least. We were car 14 and in front was a Nissan Micra driven by Peter Barrett and navigated by Julie Barrett appeared in front of us and then behind us and so on during the first half. This car had a map on the bonnet of all the tours they had done with many signatures. They have crossed Europe, South Russia and many countries that very few people would ever have dreamt of going to or crossing in Micra. I think Iran was another?

We then made our way back to the Stone Trough. Handed in our route card and once again greeted with a very friendly staff, serving home made beef mince pie with peas, chips and gravy. I mention GRAVY because I had a joke with the person serving saying "I hope this is not Bisto". "Oh no Bisto here, all home made". That will do me!

The second half of the tour was 89 miles of classic roads used on many night events. We set off after an hours break and headed down to Downham and then towards Grindleton and up to the famous Gisburn road going north. This is a quite fast road but it has parts that can still catch out drivers, especially at night. Upto the famous crossroads, right and headed round to Clapham across Newby Moor and down to Mewith. Round the top of Lythe and through Ringstones which again can be tricky. We then headed back onto Lythe and down to Slaidburn. Chris was quite amazed how twisty Lythe was in parts. We then headed round Slaidburn and down to Newton and then Dunsop Bridge. A fabulous road towards Whitewell and round the back of Greystoneley to Doeford Bridge is quite challenging ,especially at night.

Quite a few of us had a problem at Bashall Eaves reading the tulip which said Straight on. We ended up in a cul-de sac .It did make sense looking back. I should have known better as I have PR'd that section many a time in the past. Through Bashall Barn which we thought was a farmyard and down to Chaigley, Whalley and then round the back of Sabden. These roads are really narrow and rough and unfortunately we met several cars coming the opposite way. Reversing back down these roads is quite tricky. Not used those for a long time.

We then headed back to the Stone Trough and handed in the route card with sixteen code boards on. (written on, not stuck on!).

I can only say that this was a really well organised tour and am looking forward to the next. Come on all those who missed it this time. Get out there for little money , especially with all the drinks and eats included in really nice surroundings.

May I take this opportunity to thank Rod Brereton, Les Hetherington, Alan Shaw and all those who helped put on such a good event. Everyone enjoyed it. Many thanks also to Dale Automotive for the use of their premises.

***Terry May and Chris Rae : Car 14 : Preston Motorsport Club***

DALES



Contact Number: 01282 797555

Email: [sales@dalesautomotive.co.uk](mailto:sales@dalesautomotive.co.uk)

SUBARU

Website: [www.dalesautomotive.co.uk](http://www.dalesautomotive.co.uk)

DALES



SSANGYONG



# NESCRO



Historic Motorsport In  
The North Of England & Scotland

## 2019 Challenge Positions

Following the Northern Dales Classic

Only showing the Top 10

### NESCRO 2019 Historic Driver's Challenge

Pos	Driver	pts
1	David Marsden	260.9
2	Graeme Cornthwaite	233.6
3	David Garstang	231.6
4	Brian Bradley	211.9
5	Joe Hardy	158.1
6	John Sloan	147.9
7	Ian Dixon	117.7
8	Andrew Aird	116.2
9	Nick Grasse	115.2
10	David Alexander	114.8

### NESCRO 2019 Targa Driver's Challenge

Pos	Driver	pts
1	Simon Jennings	445.3
2	Chris Dodds	280.1
3	Geoff Bateman	253.0
4	John-Paul Foran	235.7
5	Liam Charlton	222.1
6	Gina Walker	219.8
7	Phillip Hodgson	209.6
8	Chris Hunter	206.7
9	Jack Palmer	191.7
10	Stephen Short	187.9

### NESCRO 2019 Historic Navigators Challenge

Pos	Navigator	pts
1	Mathew Alexander	231.6
2	Michael Marsland	211.9
3	Lynsey Procter	200.3
4	Michael Garstang	181.9
5	Dave Boyes	158.1
6	Marian Sloan	147.9
7	Paul Garstang	141.1
8	Judith Grasse	115.2
9	David Barritt	112.9
10	Martyn Taylor	107.6

### NESCRO 2019 Targa Navigators Challenge

Pos	Navigator	pts
1	Colin Fish	295.3
2	Maggy Bateman	253.0
3	Joshua Bailey	235.7
4	Ian Giles	230.7
5	Allana Wilson	219.8
6	Fiona Tyson	206.7
7	Ellie Hughes	191.7
8	James Greenough	187.9
9	Geoff Fletcher	185.5
10	Kevin Cousins	175.8

# 2019 Calendar

11<sup>th</sup> August

Blue Streak

1<sup>st</sup> September

Wearside

15<sup>th</sup> September

Stocktonian

22<sup>nd</sup> September

Doonhamer

13<sup>th</sup> October

Solway

10<sup>th</sup> November

Saltire



Northern Dales Classic Trophy : Photos Courtesy of Tony North

## Championship Standings

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

### Road Rally :

O/A	Driver	Club	Points
1	Mark Lennox	Newtown	372
2	Steven Williams	Teifi Valley	282
3	Andy Price	WBCC	262
4	Steve King	WBCC	250
5	Gerallt Williams	Bala	184

O/A	Navigator	Club	Points
1	Rob Bryn Jones	Clwyd Vale	378
2	Ian Beamond	Newtown	372
3	Grace Pedley	Knowldale	302
4	Michael Hughes	Dovey Valley	279
5	Al Hayward	Clwyd Vale	184

### Stage Rally :

O/A	Driver	Club	Points
1	Adam Williams	Warrington	572
2	Greg Williams	Warrington	566
3	Andrew Morris	WBCC	464
4	Keith Anglesea	B&B	444
5	James Swallow	Bolton	428

O/A	Co-Driver	Club	Points
1	Lewis Griffiths	C&A	692
2	Jonathon Kennedy	Warrington	629
3	Rachael Atherton	Warrington	572
4	Chloe Thomas	Clitheroe	464
5	Lauren Hewitt	Warrington	410

### Stage Rally (Forest) :

O/A	Driver	Club	Points
1	Tony Simpson	BTRDA	158
2	Nigel Cay	York	154
3	Steven Ormond-Smith	Manx AS	116
4	Jonathon Whalley	Clwyd Vale	113
5	Jayne Auden-Row	ERO	110

O/A	Co-Driver	Club	Points
1	Ian Jones	NWCC	181
2	Fred Roberts	York	149
3	Chris Row	NWCC	128
4	Heather Merryson	60 & Worcs	109
5	Jon Riley	York	106

### Autotest :

O/A	Driver	Club	Points
1	Colin Moreton	Knutsford	180
2	Paul Fobister	Rhyl	161
3	Dave Evans	Whitchurch	144
=4	Dave Goodlad	Knutsford	92
=4	Duncan Wild	Knutsford	92

### PCA (U 25):

O/A	Driver	Club	Points
1	Jessica Crawley	Warrington	208
2	James Robinson	U17MC	120
3	Adam Williams	Warrington	118
=4	Chris Johnson	Warrington	104
=4	Rob Bryn Jones	Clwyd	104

### AutoSOLO :

O/A	Driver	Club	Points
1	Andy Williams	Knutsford	137
2	Chris MacMahon	U17MC	135
3	Scott MacMahon	U17MC	133
4	Neil Jones	Bala	119
5	David Dunlop	Knutsford	103

### Sprint :

O/A	Driver	Club	Points
1	John Wadsworth	NWCC	806.28
2	Nigel Fox	Clitheroe	777.36
3	Stephen Norton	Longton	564.39
4	Keith Calder	Liverpool	543.26
5	Peter Messer	Clitheroe	480.59

### Hillclimb :

O/A	Driver	Club	Points
1	Peter Houghton	Ilkley	389.92
2	Robert Holt	Liverpool	365.58
3	Raymond Worrell	ERO	304.27
4	David Goodlad	Knutsford	301.00
5	John Wadsworth	NWCC	202.77

### Trials :

O/A	Driver	Club	Points
1	Rupert North	A&PMMC	184
2	Henry Kitching	Ilkley	158
3	Kevin Roberts	Bala	130
4	Ifan Roberts	Bala	114
5	John Wadsworth	NWCC	100

## Championship Standings

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

### North Wales Stage Rally Challenge

O/A	Driver	Club	Points
1	Greg Williams	Warrington	154
2	Andrew Morris	WBCC	147
3	Adam Williams	Warrington	143
4	Keith Anglesea	B&B	112
5	Brandon Smith	Clitheroe	95
O/A	Navigator	Club	Points
1	Jonathon Kennedy	Warrington	153
2	Chloe Thomas	C&A	148
3	Rachael Atherton	Warrington	140
4	Lewis Griffiths	C&A	114
5	Sion Cunniff	C&A	98

### North Wales Road Rally Challenge

O/A	Driver	Club	Points
1	Mark Lennox	Newtown	138
2	Andy Price	WBCC	123
3	Gerallt Williams	Bala	120
4	Steve King	WBCC	114
5	Steven Williams	Teifi Valley	97
O/A	Co-Driver	Club	Points
1	Ian Beamond	Newtown	139
2	Michael Hughes	Dovey Valley	126
3	Al Hayward	Clwyd Vale	117
4	Rob Bryn Jones	Clwyd Vale	103
5	Andrew Lowe	Mid Derbys	97

### Historic Road Rally Challenge

O/A	Driver	Club	Points
1	Ian Crammond	3 Castles	25
2	Peter Williams	Clwtd Vale	23
3	Phil Wood	P&NMC	22
4	Rich Harrison	Knutsford	21
5	Arthur Jones	Rhyl	20
O/A	Co-Driver	Club	Points
1	Matthew Volkes	Knutsford	50
2	John Yould	B&B	38
3	Gary Evans	Matlock	23
4	Andy Darlington	Clwyd Vale	22
5	Baz Green	116	21

### Allrounders Championship

O/A	O/A Driver	Club	Points
1	John Wadsworth	NWCC	144
2	David Goodlad	Knutsford	140
3	Rob Bryn Jones	Clwyd	99
4	Jeff Buchanon	NWCC	98
5	James Swallow	Bolton	95
O/A	Junior (U25) Driver	Club	Points
1	Scott MacMahon	U17MC	82
2	Jessica Crawley	Warrington	80
3	James Robinson	U17NW	74
4	Sion Griffith	Bala	68
5	Ifan Roberts	Bala	67
O/A	Driver - 1000cc	Club	Points
1	Andy Williams	Knutsford	70
2	Jessica Crawley	Warrington	51
3	Andy Crawley	Warrington	40
4	James Williams	Knutsford	37
5	Lauren Groves	Clwyd Vale	14

### Inter-Club Championship

O/A	Club	Points
1	Knutsford	231
2	North Wales CC	226
3	Caernarvonshire & Anglesey MC	220
4	Bala & DMC	198
5	Clitheroe & DMC	183
6	Bolton-le-Moors	176
7	Liverpool MC	164
8	Warrington & DMC	161
9	Ilkley & DMC	158
10	Clwyd Vale	143

### Marshals Championship

O/A	Marshal	Club	Points
1	Tim Millington	Warrington	97
2	Amanda Baron	Accrington	70
3	Laura Jos	C&A	58
4	Catrin Jos	C&A	54
5	Rob Jos	C&A	53
=6	William O'Brien	Warrington	42
=6	Robert O'Brien	Warrington	42
8	David Mitchell	NWRLC	40
=9	Jack Mather	Bolton	34
=9	Jim Livesey	U17MC	34

## Championship Standings

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

### Glyne Edwards Memorial Championship

O/A	Club	Points
1	Caernarvonshire & Anglesey	823
2	Bala & DMC	731
3	North Wales CC	532
4	Harlech & DMC	444
5	Clwyd Vale	256
6	Rhyl & DMC	212
7	Broughton & Breton MC	122
8	116 CC	76

### Ladies Rally Championship

O/A	Driver	Club	Points
1	Jayne Auden - Row	ERO	212.59
2	Cathy Sewart	BWRDC	71.88
3	Ashleigh Morris	Bolton	62.50
4	Lauren Groves	Clwyd Vale	30.95

O/A	Co-Driver	Club	Points
1	Rachael Atherton	Warrington	413.76
2	Chloe Thomas	C&A	348.90
3	Lauren Hewitt	Wigan	269.07
4	Grace Pedley	Knowldale	258.00
5	Victoria Swallow	Bolton	227.37

### Three Sisters Rally Challenge

O/A	Driver	Class	Points
1			
2			
3			
4			
5			

O/A	Co-Driver	Class	Points
1			
2			
3			
4			
5			



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Pendle District Motor Club Ltd

## “August” Hillclimb Scammonden

**SATURDAY 17th August 2019**

A round of the following Championships:

- Liverpool Motor club Championship
- Longton Motor Club Northern Speed Championship
- ANWCC Speed/Hillclimb/Sprint Championship.
- SD34MSG Sprint Hillclimb Championship.
- Nottingham Sports Car Club Speed Championship

**Regulations Available at :**

[http://www.pendledistrictmc.co.uk/?page\\_id=168](http://www.pendledistrictmc.co.uk/?page_id=168)

## Marshals

Please contact the Chief Marshal

**BARRY WILKINSON ON**

**BLU161@GMAIL.COM**

# ANWCC CHAMPIONSHIPS 2019

Please check website and organising club for any changes.

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

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

## NORTH WALES STAGE RALLY CHALLENGE

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

## FOREST STAGE CHAMPIONSHIP

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

## ROAD & NAVIGATION RALLY CHAMPIONSHIP

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

## NORTH WALES ROAD RALLY CHALLENGE

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

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

## HISTORIC ROAD CHAMPIONSHIP

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

## AUTOTEST CHAMPIONSHIP (\* inc Clubman)

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

## PRODUCTION CAR AUTOTEST

### CHAMPIONSHIP (\* inc Clubman)

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

## AUTOSOLO CHAMPIONSHIP (\* inc Clubman)

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

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

## CAR TRIALS CHAMPIONSHIP

Jun 1	Denwydd Trial 1	Bala & DMC
Jun 2	Denwydd Trial 2	Bala & DMC
Jun 9	Wyre Forest	Kidderminster MCC
Jun 30	Ingleton Trial	Cietheroe & DMC
Jul 20	Cymru	North Wales CC
Jul 21	HCC Wales	Clwyd Vale MC
Jul 27	ASP Trial	Airedale & Pennine MC
Jul 28	Fibrate Trophy	Ilkley & DMC
Sep 7	Roberts Trial	Caerns & Anglesey MC
Sep 8	Gaby Mohr	Wolton & S Staffs CC
Sep 22	Emet Owen Trial	Owen MC
Sep 29	Dogarth Trial	Bala & DMC
Oct 13	Yorkshire Post	Ilkley & DMC

## SPRINT CHAMPIONSHIP

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

## HILLCLIMB CHAMPIONSHIP

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

## INTER-ASSOCIATION EVENTS

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

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

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

**Last updated 25 June 2019**

# ASSOCIATION OF NORTH-WESTERN CAR CLUBS

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

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

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

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

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

**Fees:**

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

Signature

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

**One Fee gives entry ALL the Championships!**  
**(please include voluntary donation to the ANWCC Marshals Fund)**  
 Ladies & Allrounders Championships are automatically included.  
**Please make cheques payable to "ANWCC" and send with completed form to Dave Thomas, 11 Maes Canol, Llandudno Junction, LL31 9UX ... or PAYMENT CAN BE MADE BY BACS (see over) and e-mail completed form**

For official use only:

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

19/

**See notes overleaf >>**

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

Forms can also be downloaded from our website.

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

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

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

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

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

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

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

### NOTES:

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

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

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

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

Beginner - not finished more than one National B rally

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

Keep checking our website for up-to-date information

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

*Thank you for registering!*

Pendle District Motor Club &  
Garstang & Preston Motor Club  
**Heroes Stages Rally**

Weeton Barracks  
22nd September 2019

10 stages with ~50 stage miles

## Marshals

of all disciplines required.

Please contact

**Radio. Les Fragle**

01995 672230 or 07946 702274

heroesradiocrew@gmail.com

**Timing. Alan Shaw**

01282 602195 or 07973 616234

shawalan.555@gmail.com

**In stage. Andrew Benson**

07702 188003

a.benson125@btinternet.com

### AROUND OF

ANCC Stage Rally Championship 2019

ANWCC Stage Rally Championship 2019

ANWCC All Rounders Stage Rally Championship 2019

ANWCC Ladies Stage Rally Championship 2019

SD34 MSG Stage Rally Championship 2019

SD34MSG Individual Championship 2019

SD34MSG Inter-Club League 2019

(Supported by Gazzard Accounts)

## WANTED

### Old Cannon for Historic Trials

I am after a historic car, doesn't have to be a cannon, any similar design would be of interest, but 1172, Austin 8 rear axle and pop style front axle arrangement.

Prefer old real stuff if possible rather than a new replica one

If you know of any cars, then do let me know.

Email or mobile is best

**07764 365586.**

Or [mjohnston@lewmar.com](mailto:mjohnston@lewmar.com)

**Matt Johnston**

— THE HSCC —  
**OULTON PARK**  
**GOLD CUP**

SATURDAY 24<sup>th</sup> SUNDAY 25<sup>th</sup> MONDAY 26<sup>th</sup>  
**AUGUST 2019**

CELEBRATING 50 YEARS OF  
FORMULA 5000

AN AUGUST BANK HOLIDAY OF HISTORIC RACING IN CHESHIRE, FEATURING:  
Historic Road Sports, 70s Road Sports, Historic Touring Cars, Guards Trophy, Dunlop Saloon Car Cup, Historic Formula Ford, Classic Clubmans,  
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HOSPITALITY PACKAGES AVAILABLE FROM £119  
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\*Other prices. Discounted advance tickets available until Friday 22 August. Package fee applies. Cash will cost 5% per minute plus your telephone company's access charge.

## Motorsport UK English Rally Championship Awards Drayton Manor Hotel Saturday 11 January 2020,

A note for your diary, the 2019 Jordan Road Surfacing BTRDA Rally Series and MAXXIS Tyres Motorsport UK English Rally Championship Awards evening will be held at Drayton Manor Hotel on Saturday 11 January 2020, further details will be announced later in the year



## Rally/Race Car Testing At Three Sisters Circuit

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

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



Garage Equipment Group

PROMENADE STAGES RALLY

Fox Motorsport Events Present

# MOTOR SHOW



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# rally

AT  
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JUST £140  
FOR THE DAY

PRICE PER TEAM OF DRIVER AND CO-DRIVER



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

## UPCOMING EVENTS

FEB 17<sup>th</sup>

SUNDAY

MAR 15<sup>th</sup>

FRIDAY

APR 13<sup>th</sup>

SATURDAY

JUN 29<sup>th</sup>

SATURDAY

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

OR CALL THE CIRCUIT OFFICE ON 01407 811400

Celtic Auto Parts Ltd

## Rali Môn

14/15 September  
2019



# POKER STARS RALLY

8 & 9 November

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**1**



## Motorsports Photography and Journalism

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

**Phil James**

Motorsports Photographer & Journalist

07771 76 86 59 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto

**Pro-Rally.co.uk**

**1**

www.pro-rally.co.uk

# ADGESPEED

Unit 14, Thames Trading Centre,  
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Manchester. M44 6BP

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engineering

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# #BXCC

R1: 6/7 April - Walters

R2: 15/16 June - Forrest Estate

R3: 13/14 July - Sweet Lamb

R4: 10/11 Aug - Bovington

R5: 14/15 Sept - Carno

R6: 26/27 Oct - Walters

**BRITPART**

British Cross Country  
Championship



motor  
sport  
UK

**CROSSCOUNTRYUK.ORG**

Pendle District Motor Club Ltd

# “August” Hillclimb Scammonden

SATURDAY 17th August 2019



**Regulations Available at :**  
[www.pendledistrictmc.co](http://www.pendledistrictmc.co)



**Bala and District Motor Club Ltd  
PRESENTS**

## THE MINAFON GARAGE

**GARETH HALL MEMORIAL RALLY**

**SUNDAY 18th AUGUST 2019**

**At The Ranges Motor Sports Centre**



Last Year's Winners; Ieuan Rowlands / Owain Bedwyr Rowlands - Pic Courtesy of G Price

A ROUND OF THE 2019 ANWCC STAGE RALLY CHAMPIONSHIP, THE ANWCC NORTH WALES RALLY CHALLENGE AND THE GLYNNE EDWARDS MEMORIAL CHAMPIONSHIP

**Entries Open 1st July 2019**



Recognised Club



Recognised Club



# BW



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DOMESTIC, INDUSTRIAL AND COMMERCIAL.



# SAVE THE DATE

# BARBARA CARTER

MEMORIAL ROAD RALLY

30TH NOV | 1ST DEC 2019





## FUCHS LUBRICANTS Classic Mini Challenge

FUCHS LUBRICANTS in association with Clitheroe and District Motor Club are pleased to announce a new championship for classic minis. It has been formed to fill a void left by other championships, coordinator Chris Woodcock has devised a format with simple class structure and the highest quality asphalt rallies around the United Kingdom, for contenders to demonstrate their skills and abilities. He has been very fortunate to obtain support from lubrication technology leader FUCHS LUBRICANTS, their support will assist the running costs of the championship, 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 clubman 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.

Further support has been achieved from other Mini & motorsport related businesses who are providing products to award as prizes in the championship or services to championship contenders.

### QUALIFYING EVENTS

<b>9th Feb</b>	<b>Jack Neal Rally</b> Lincolnshire Single Venue Airfield	✓
<b>10th March</b>	<b>Tour of Epynt</b> Mid Wales Military Ranges	✓
<b>21st April</b>	<b>Warcop Stages</b> Cumbria Military Ranges	✓
<b>10th May</b>	<b>Manx National</b> Leg 1 Isle of Man Closed Road	✓
<b>11th May</b>	<b>Manx National</b> Leg 2 Isle of Man Closed Road	✓
<b>20th July</b>	<b>Down Rally</b> Northern Island Closed Road	✓
<b>4th August</b>	<b>Solway Coast Rally</b> Southern Scotland Military Ranges	X
<b>28th Sept</b>	<b>Patriot Stages</b> South East Wales Single Venue Military	

Contact:

#### CHAMPIONSHIP COORDINATOR

Chris Woodcock  
07973 830695

[chris@classicminichallenge.co.uk](mailto:chris@classicminichallenge.co.uk)



## Speed & Rally Show Postponement

Lightning House Ltd, organisers of the annual Speed & Rally Show at Oswestry showground regrettably inform our friends far and wide of the postponement of this years proposed event on the 17th August.

A decision not taken lightly we wanted to give all those who had already committed enough notice of this fact. Reasons are varied but in the main it is due to several promises of financial backing stretching back to early this year, still having not been carried through.

Full refunds to those who have already paid out will be issued in full during the next 10 days, we will not carry through entries or ticket sales as it gives people a chance to use their money elsewhere this summer.

Bryn Pierce, Event Director "We have tried incredibly hard to build on the amazing feedback from 2017/18 and indeed added in new motorbike attractions, a new layout and with the support of certain clubs an amazing array of iconic rally cars on track. On a personal note we would like to thank our team of volunteers, the clubs and traders who've supported us and the track participants, specifically Rallying History, Sporting Bears, Slowly Sideways and Supermoto GB, plus of course our wonderful marshalling teams from Broughton-Bretton MC and Wallasey MC." Continues... " However this isn't the end of the show but merely a pause, and we would like to ask all of our friends to keep the 29th February 2020 free in their diaries for something very exciting which will be announced during July"

As mentioned this is merely a Postponement to become part of a new event on the 28/29th February 2020. Please keep an eye on our pages for exciting details.

Should you have any questions or queries please direct them to [bryn@lightninghouse.co.uk](mailto:bryn@lightninghouse.co.uk)



Legendfires

# NORTH WEST STAGES

in partnership with Simpson's SKODA

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

## RALLY ACTION

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

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

DETAILS WILL BE PUBLISHED ON THE WEBSITE IN DUE COURSE

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



Photo: Facebook: www.facebook.com/legendfires

# Acknowledgements

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

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

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

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

*Jokes, Photographs, Information, reports etc*

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

Phil James of Pro-Rally, Geoff Bengough  
Bill Wilmer & The Gemini Communications Team  
Keith Lamb (Gemini 9) Ian Davies (Gemini 23)  
Peter Langtree (Gemini 48) Tony Jones (Gemini 58)  
Bryan Flint (Gemini32) Derek Bedson (Gemini 21)  
Adrian Spencer (Adgespeed) Phil Andrews  
Tom Irvin Photography

Paul Gilligan 'Inside the Industry'  
Paul Commons : Paul Commons Motor Sport  
Duncan Littler Speed Sports Photography  
and last but not least, Chairman / Secretary  
( & my complaints manager)

**Les Fragle**

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

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

# SD34MSG Wednesday 18th September

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

# ANCC



**Monday 23rd September**

**Cleckheaton Sports Club, BB19 3UD**

Just off Chain Bar Roundabout ,  
Junc 26 of the M62

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



**Tuesday August 13<sup>th</sup>**

**8.00pm**

**Kilton Inn**

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

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

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

**Deadline for copy  
for the September edition is  
Tuesday the 27<sup>th</sup> of August  
which is due out on**

**Saturday the 31<sup>st</sup> August**  
PLEASE Email Reports etc. ASAP

to

Maurice Ellison at :

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

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