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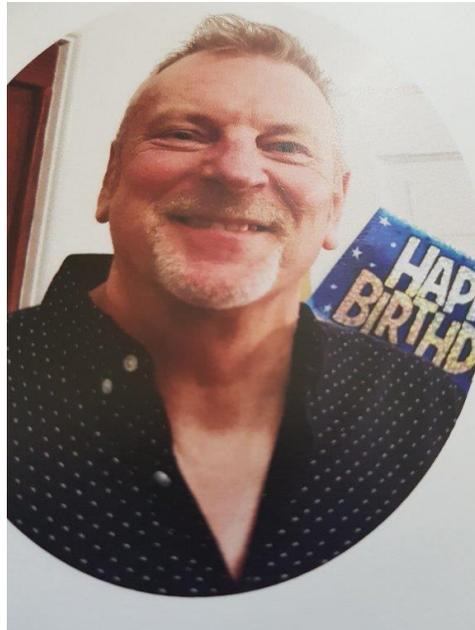
Chairmans Chat

I start this month with a very sad bit of news, one of Pendle's ex members and long-time friend of mine, and also many of the club members, active within the club during the road rally days. Michael Speak (Speaky) sadly succumbed to a heart attack whilst walking along the beach at Bamburgh with Michelle and her brother and his wife on May Day weekend. What makes this so sad was Speaky was at the quiz on the 22nd as lively as ever and being the joker he always was. Whilst not competing now his interest in the sport was always there. He attended the SD34 presentations religiously every year, along with the other ex-members from the motor club from the 70's, Neil Rushton, Anthony Heys and Peter Stapleton, and of course current member, and my diver, when we get the car back !!! Peter Barrett. Speaky was also one of Pendle's "ringers" along with Dave Heap at the inter club quizzes we held over the last few year.

What makes this passing more poignant is that fact that he was going to navigate for his old road rally driver Neil Rushton on the Summer Tour. I could

go on for hours about his imitations that would put Rory Bremner to shame and the hilarious incidents that occurred with his customers at his TV and white goods shop "ALMAINES" of Colne. One incident that comes to mind was a club trip to Goose Eye Brewery, where me and Mick were late, and the guy doing the tour I apologised to for being late ... his reply iiiiiittttt is okaaaay my name is Gerererville, well you can imagine what Speaky was doing for the rest of the evening a running commentary from Open all Hours. He will be sorely missed by all who go on the last of The Summer Wine sessions in Foulridge club.

On the clubs behalf I would like to offer condolences to Michelle and the boys,



RIP Speaky.

Next on a lighter note. Pendle's next event is the Summer Tour, entries are currently standing at 14 paid up, the event will be going ahead but a word of warning please. If you are thinking of putting an entry in please do it sooner rather than later, reason being it is not to discourage people but as we are running at a low budget we will not be extravagant on producing the commemorative Rally plates, finishers medals and of course food and road books.

So should you decide to come along on the day and enter on the Saturday morning, for your entry fee you may only get the route in 6 figure references, as these can be printed easily, but bring your maps 103 & 98

Anyone with any questions please get in touch. Attached to the newsletter is a list of duties for the event. As can be seen there are only 3 left and with a bit

of luck and bargaining maybe the course car could be at the lunch halt and then the finish. We are looking for a results person. However all it will be is to check that everyone has the code boards in the correct sequence. No excuses as they will be numbered as they are put out. The code boards are single digits on an A4 size of paper, laminated with the CB number on the bottom right of the sheet and affixed to a white stake. There will be 33 code boards in total.

So all is set for the 22nd June.

We do not have Marshalls as such because it all code boards, however we have one willing volunteer who will add a signature to your sheet and also be the gate marshal.

As I said earlier if anyone is thinking of doing the event please contact me asap and I will help the best I can.

After the summer tour the next event we are running is the annual hill climb held at Scamonden Dam on Saturday 17th August I am hoping to get regulations out within the next month I do however require a Chief Marshal might get Barry drunk in Ireland and ask him..

A social trip in place for the 28th / 29th June the annual trip to Larne, this year Mick is competing with his buggy and Simon is out using his Caterham...Ian Myself and Barry are going to support and help if need be.

A report on that next month.

Another event is the jointly hosted HEROES RALLY at Weeton on the 22nd September we had our first joint meeting where we discussed who was doing what, I am the secretary of the meeting, Alan his a clerk of course as well as Steve Kenyon. Everything is going ahead ok and we should have an answer at the next meeting the 1st July.

Until then keep safe
Rodders

Another report from **Bruce Lindsey**, this from the Scottish Rally, and after his efforts on the MSN Circuit Rally Championship, his season just keeps getting better.

Well what can I say, another fantastic weekend of motor sport, seeded at car 28 and 9th in a class of 12 on the RSAC Scottish Rally 2019 .

JUNE NEWSLETTER 2019

Friday afternoon saw us not only fly through scrutiny but also bag a free holiday on Mull 🐉.

Saturday morning we arrived at Lockerbie Truck Stop for the run up to Moffat and the Ceremonial Start.

Off to SS1 Twiglees 1 and we were away To say I was rather disappointed with our resulting time would be an understatement as I expressed my concern about my pilots lack of concentration in my own particular way , having said sitting in the mid 50's was NOT what I now expect from Jan and to " PULL HIS F***ING FINGER OUT " 🙄🙄🙄

We then proceeded to tackle SS2, CASTLE O'ER 1, we then set 37th fastest and climbed to 42nd and 6th in class.

Into service for a quick check over a bit of fuel and a banana and off again.

SS3 WINDY HILL saw us 30th fastest and up a few more places then away to SS4

SS4 AE at 8.94 miles we came from behind and set 2nd fastest in class sitting 4th and 15 secs behind 3rd all of a sudden we were in contention for a podium place.



So into service final service and I explained " CHINKA STYLE " that we need 14 secs in 14 miles over 2 stages to get Jan his 1st 4wd class podium.

"Drive it like you've nicked the bastard and listen to everything I say "

Off to SS5 Twiglees 2 8.45 miles. Jan really did everything asked of him and we couldn't of get anything out of the car, braking later, up gears for longer and faster over the rough.....As the times came in ?????? YES !!!! we had taken 5 secs out of 3rd and the gap was now down to 8 secs

SS6 CASTLE O'ER 2, 5.67 miles and we needed to take over 1sec a mile from 3rd to do it.....



What can I say we went as fast as we possibly could, we know we're not one of the 4wd superstar big boys but we were here and we wanted this Jan drove his heart out he listened and kept it in where he wanted to brake, he went up a gear where he usually kept revving, we gave it ALL .

We finished the stage and just waited and waited and waited "Damn You Scottish 4g " eventually the times uploaded

GET IN !!!!! We'd done it, we needed 8 but took 11 #greedy.

Jan had just finished 3rd in class 9 4wd on The RSAC Scottish Rally 2019.

I was so chuffed to of guided him to his 1st podium in the Subaru, 3 years we've been together and we've slowly moved up the order and today was great reward....

Thanks to Rhys, Tubbs and Jane for their support through the day.

"WE DID IT BIG LAD"



(pictures courtesy of Phil , Carl and Kath)

As you know the club secretary and newsletter editor is retiring from those positions at the AGM in June and we need someone to take over. If you have an interest in club motorsport this is an ideal position to get involved. You must be interested in the sport to become a member so come along and have a go at the administration side of things. There is plenty of experience at the club we just need some of you younger ones to take over. Contact any of the committee if you are interested.

Ray

More success for one of our members. **Andrew Potts** in his BMW Mini, entered the Cetus Stages, run by Wigan & DMC at The Three Sisters race track. Co driven by Dave Wilkinson, Andrew didn't have the best of days, suffering 2 maximums during the event. However they did continue and completed the rally with competitive times on the other 10 stages.

More news from 9geria



Bunting's Demise!

After so many years on this earth and being a great believer in "sods law" in hindsight I should have known better and foreseen how it all would go tits up.

1st setback my foot op was postponed from the Monday afternoon the day after I got back into the UK until the following Thursday afternoon, thus reducing my recovery time before my 1st event at Wiscombe Park at the end of the month.

2nd setback, In mid March I had booked a shared morning track test at Curbro' for £80 on the Wednesday before the Wiz weekend to do a shake down and

JUNE NEWSLETTER 2019

get used to the feel of my Jedi after its big chassis changes and new radial tyres. Monday night the 'course sec' mailed me saying I hope you are OK for Curbro" tomorrow, you have it from !0 to 5 for £800 (gulp), I did not see the mail until Tuesday morning, quickly dashed off a reply with a copy of his March offer to me, saying sorry not what was agreed. The reply later that day was he miss understood and I could come and do my shake down on a shared session on the following Thursday, by this time I had already told Frazer at Jedi the test was off, as I would be needing somebody to test tyre temps and pressures after a run as soon as I stopped and he could not do the Thursday for shake down or acclimatisation.

3rd setback, roll up at Wiz with a radically changed setup, with guessed tyre pressures and camber angles, with car having not turned a wheel from its suspension alterations.

4th setback, although I had been able to drive my Land Rover its gear change is a lot more leisurely than my Jedi, giving me plenty of time to position the ball of my clutch foot over the peddle, I had sat in my Jedi in its toy house shipping container and found the surgical boot thingy way to big unless I wanted to press 3 peddles at once, if I removed the boot thingy my heal was too low and was pressing peddles with my missing toes, ouch. I'm an engineer and engineers fix problems, so an ali sole plate was cut out of 2mm thick material, with a radiused heal tab bent up and a little edge strip stitch welded along each side to hold it in place on my foot, held onto my bandaged foot with a rubber over shoe and a Velcro strap, that seemed to work quite well, but without much feeling apart from a fair bit of pain!!

So give the little beast some beans off the line for 1st practice, so far so good, scrabble around wiz corner and floor it up the straight and over Bunnies, there things started to unravel as I had problems changing down for gate and slithered through maybe a little quicker than I wanted, so my approach for the esses was also a little quicker until I slowed down very abruptly for the big bang at the newly widened Devon mud patch, where the bushes had been cut back, the biggest off I ever had, I thought I may be able to repair it for Sunday but when I found a broken bolt in the front upright which I could not remove and had bent a rear upright

which I did not have as a spare knew it was all over and time for an early bath, so drag it back into the trailer on 3 wheels, by which time all the standing and kneeling down had given my legs and foot a lot of punishment and were hurting like hell.

So stayed overnight in the B+B and trailed back the following Sunday morning, Monday out at "sparrow fart" and drag the car into the container replacing upper and lower arms, took the upright with broken bolt to Jedi to remove it, they did not have any old style mk4 rear uprights as originally fitted to my car, only possible to replace it with a more rounded and stronger version that is made today, which are easier to adjust toe in angles and as Jedi were circuit racing the next May Day weekend at Silverstone, they could not get a setup done in time, so I cancelled my Werrington entries, which may have been the sensible option as I really wanted a shakedown session before any competition.

For those interested the new Pirellis are totally useless on Wiscombe mud, next time I should try their Scorpion off road tyres??, talking of Wiscombe mud its strange stuff, very slippery when wet, no sniggering on the back row please, and goes hard like brick when it dries out and my Jedi was covered in it, every nook and cranny caked in the red stuff

The May Day weekend was spent at what felt like zero temps for me in my container rebuilding my Titan steering rack that had a little "ding" on a pinion tooth to be polished out, I got most of the paddle shift wiring connections fitted and spliced into the engine loom, with the wiring loom that i made on my dining table and brought back from Kano.

I trial fitted the Momo/Farrington steering wheel and had second thoughts about it as it was a lad bigger than I was comfortable with, so put it up for sale on UHR and luckily found a buyer and left it boxed ready for posting after I left and been notified of a payment.

Mayday Monday morning I had the stitches removed from where my toes used to be and then trundled off to Stoneleigh Park for a hobble around and meet up with the GTM crowd on their stand

As I didn't fancy too much walking using trains and underground to get to

Heathrow on Wednesday and had mentioned to friend John about going by taxi, he swung into action and arranged for "big Mick" to run me down in his "Disco" as he was going to collect his parents from Luton Airport a little later, I got to Heathrow a little early but after all these years am used to kicking heels in airports, so find a seat, parked my "nyash" and try out new reading glasses on Motorcycle News, a little later when my "worms" were grumbling, get something to eat as I don't like eating at 1.00am on night flights, breakfast at 4.00 is no problem but usually I would be the only customer at that time!!

Departure was delayed an hour and just as we were about to board heard scuffles and shouting from inside the plane, we all had to retreat while the noisy passenger was removed, I would guess a deportee who did not fancy going to his home land to continue his jail time?

After that things settled down into the usual monotonous flight routine, eventually arriving in Kano 1.45 pm the next afternoon, most unusual my bag was one of the 1st off so I was out and away and got home at 3.00 just in time to go shopping for fruit, veg and all the perishable things needing replacement .

Friday morning back into work just after 5.30 and start planning my next hopefully better visit

John



SD34 News

What's on?

8 June: Liverpool MC.
Hill Climb, Barbon Manor, Barbon.

15/16 June: Garstang & Preston MC.
Memorial Road Rally, Lancs-Yorks.

15 June: Longton & DMC:
Sprint, 3 Sisters, Wigan.

23 June: CSMA.
Autosolo, Lymm Truckstop Services M6

23 June: CSMA.

JUNE NEWSLETTER 2019

Autotest, Lymm Truckstop Services M6

23 June: CSMA.

PCA, Lymm Truckstop Services M6

29 June: Liverpool MC.

Sprint, Aintree, Liverpool.

30 June: Warrington & DMC.

Enville Stages Rally, Anglesey Circuit.

6 July: Liverpool MC.

Hill Climb, Barbon Manor, Barbon.

7 July: Knutsford & DMC.

Tim Sargeant Autotest.

14 July: Hexham & DMC

Northern Dales PCA



The wraps have come off the 2019 ATL Carlisle Stages (Saturday 8 June), which brings together the FUCHS LUBRICANTS Motorsport UK British Historic Rally Championship and the Motoscope Northern Historic Rally Championship.

As well as catering for the two historic championships, the ATL Carlisle Stages will be an ideal event for those competing in modern cars, both two-wheel-drive and four-wheel-drive. All two-wheel-drive, both historic and modern, will run at the head of the field. In addition, the event is a perfect warm-up rally for the Roger Albert Clark Rally as the November rally will use stages in the same forest complex. The date also offers Scottish crews a rare chance to tackle these border stages. Building on the success of the previous six editions of the Carlisle Stages, the Roger Albert Clark Rally Motor Club will run a compact event based at H&H Auctions in Carlisle, next to junction 43 of the M6. The rally will use 45 top quality stages in the Kershope and Newcastleton complexes, with some single-usage and some double-usage of the forest tracks. None of the stages have been used since the 2018 Carlisle Stages. Clerk of the Course Nicola Heppenstall said: "We are delighted to confirm that ATL is continuing its support for this event, which gives the Carlisle tourist

sector a timely early summer boost. We are expecting a strong historic entry but we are also keen to encourage entries from modern cars, both two- and four-wheel-drive. Everyone is assured a warm welcome and quality special stages."

I am recruiting for the **Newcastleton stage of the ATL Carlisle Rally**, especially Timing Marshals, especially for Flying Finish and Stop line, but there are jobs at start and mid-stage posts too. Newcastleton is near Kielder but on the Scottish side of the border, on the B6357 20 miles south of Hawick, The stage runs twice, as SS2 at 10:04 and SS5 at 13:42. Lindsay Burnip is stage commander, I am deputy SC at the stop line.

The stage entrance is about a mile east of the village, sat nav and map refs are: Nearest Post Code TD9 0TD

Nat Grid NY503872 / NY5038587275

Lock Horsburgh 01592 744723
0757 904 8763 (EE)
07721 690016 (Voda)



2019 SD34MSG Inter-Club League

Bolton-le-Moors CC	457
Clitheroe & DMC	380
Warrington & DMC	324
Garstang & Preston MC	238
Liverpool MC	216
U17MC	213
Knutsford & DMC	205
Airdale & Pennine MCC	173
Stockport061 MC	114
Longton & DMC	114
Matlock MC	106
Wigan & DMC	102
Blackpool South Shore MC	90
Accrington MSC	86
Pendle DMC	71
Wallasey MC	67
Hexham & DMC	49
Preston MC	40
Lancashire AC	34
Manx AS	21
Knowl Dale CC	12

SD34 Stage Rally Championship After Cetus Stages

Drivers

James Swallow	BLMCC	142
Adam Williams	WarDMC	87
John Darlington	WigDMC	85
Gregory Williams	WarDMC	82
Paul Murro	GPMC	82
John Richardson	BLMCC	80
Craig Kennedy	WarDMC	56
Peter Jackson	GPMC	56
Neil Wearden	GPMC	55
Mark Roberts	WarDMC	54
Steve Johnson	U17MC	54
Brandon Smith	CDMC	53
Simon Bowen	BSSMC	33
Wayne Thomas	CDMC	28
Berwyn Evans	AMSC	27
Kaemen Walsh	CDMC	27
Richard Bromley	WDMC	27
Andrew Potts	PDMC	26
Chris Marshall	WigDMC	26
Ian Daws	CDMC	26
Miles Gleave	GPMC	26
Steve Kenyon	GPMC	26
Tony Garrett	CDMC	26

Co-Driver

Lauren Hewitt	WigDMC	142
Jonathan Kennedy	WarDMC	138
Lewis Griffiths	CDMC	133
Terry Martin	CDMC	107
Rachael Atherton	WarDMC	86
Jack Mather	BLMCC	80
Steven Butler	CDMC	80
Eric Wilcockson	BLMCC	79
James Squires	CDMC	56
Robert Bryn Jones	CDMC	54
Stephen Landen	WarDMC	54
Victoria Swallow	BLMCC	54
Andy Robinson	BLMCC	53
Steven Holmes	CDMC	53
Dylan Thomas	CDMC	52
Tony Garrett	CDMC	52
Jonathan Cragg	GPMC	52
Richard Robinson	BSSMC	32
Andy Baker	GPMC	28
Marcus Kennedy	WarDMC	27
Dan Woods	CDMC	26
Mari Haf Evans	AMSC	26

Road Rally Championship

Drivers

Kris Coombes	PMC	25
Stan Featherstone	CDMC	24
Dan Sedgwick	CDMC	23
Danny Cowell	GPMC	19
David Pedley	CDMC	16
Mark Johnson	CDMC	12
Jem Dale	GPMC	11
Paul Pendleton	CDMC	10
Ben Mitton	CDMC	10
Dominic McTear	CDMC	9

JUNE NEWSLETTER 2019

Charles Andrews	PMC	7
Stephen Holmes	CDMC	7
Chris Hewlett	CDMC	6
John Gribbens	CDMC	4
David Hunt	LiMC	47

Ian Swallow	BLMCC	3
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Navigator

Louis Baines	PMC	24
Sasah Heriot	CDMC	23
Sam Ambler	CDMC	22
Gary Evans	MMC	16
Rob Jones	CDMC	15
Grace Pedley	CDMC	15
Steve Butler	CDMC	11
James Chaplin	GPMC	11
Mark Shepherd	PMC	10
Levi Nicholson	CDMC	10
Jonathan Webb	HDMC	9
John Turton	CDMC	8
Danny Cookson	PMC	7
James Squires	CDMC	6
Matt Hewlett	CDMC	5
Terry Martin	CDMC	4
James Swallow	BLMCC	3
Harris Holgate	CDMC	1

**SD34 NoneRace/None Rally
Championship**

Jessica Crawley	WaDMC	71.68
Andy Crawley	WaDMC	60.55
Scott McMahan	U17MC	50.54
Chris MaMahon	U17MC	49.58
Andy Williams	U17MC	40.76
Lauren Crook	U17MC	39.27
Joe Mallinson	A&PMCC	32.18
James Williams	U17MC	30.13
Steve Johnson	U17MC	29.75
Gary Sherriff	BLMCC	29.32
Stephen Holmes	CDMC	29.23
Phil Clegg	AMSC	27.16
Gary Ross	A&PMCC	26.57
James Robinson	U17MC	21.40
Warren Nicholls	BLMCC	20.56
Andrew Robinson	U17MC	20.49
John North	BLMCC	20.36
David Goodlad	BLMCC	19.89
Ian Daws	CDMC	19.77
Adrian Fruzynski	AMSC	19.51
Elliot Shaw	CDMC	17.79
Alex Tunbridge	BLMCC	11.00
James Swallow	BLMCC	10.16
David Graves	BLMCC	10.00
Ian Swallow	BLMCC	9.65
Lauren Hewitt	WiDMC	9.39
Rob Bryn Jones	CDMC	8.34

SD34 Marshal's Championship

Tim Millington	WaDMc	117
Amanda Baron	WaDMC	94
Maurice Ellison	CDMC	67

Judith Pedgram	LiMC	67
Brian Wagg	LiMC	67
Jack Mather	BLMCC	60
Sean Robertson	LiMC	57
Tracy Smith	AMSC	47
David Hunt	LiMC	47
Robert O'Brien	WaDMC	47
William O'Brien	WaDMC	47
John Harden	LiMC	44
Paul Smith	LiMC	40
Phil Howarth	LiMC	37
Geoff Maine	LiMC	37
Dave Barratt	AMSC	30
Dave Graves	BLMCC	30
Steve Lewis	CDMC	30
Kevin Jessop	LiMC	30
David Mitchell	LiMC	30
Mathew Pegram	LiMC	30
Gary Marriott	WaDMC	30
Andy Fell	LiMC	27
Bill Gray	LiMC	27
Robert Rankin	LiMC	27
Alan Shaw	PDMC	27
Peter Wright	PDMC	27
Steve Smith	AMSC	20
Alex Brown	BLMCC	20
Jo Evers	BLMCC	20
Stephen Mather	BLMCC	20
Melanie Morgan	BLMCC	20
Gary Sherriff	BLMCC	20
Ian Swallow	BLMCC	20
Robin Turner	BLMCC	20
Eric Wilcockson	BLMCC	20
Les Fragle	GPMC	20
Ian Curlett	LiMC	20
David Doidge	LiMC	20
David Gee	LiMC	20
Mark Jagger	LiMC	20
Tom Roche	LiMC	20
Les Eltringham	PDMC	20
Peter Schofield	PDMC	20
Barry Wilkinson	PDMC	20
Peter Wilkinson	PDMC	20
James Sharples	PMC	20
Julie Sharples	PMC	20
Peter Sharples	PMC	20
Sean Flint	WaDMC	20
Graham Williams	WaDMC	20
Ian Claire	LiMC	17
Adrian Lloyd	LiMC	17
Brian Wragg	LiMC	17
Andy Crawley	WaDMC	14
Jessica Crawley	WaDMC	14
Martin Beamish	BLMCC	10
Steve Beamish	BLMCC	10
Victoria Swallow	BLMCC	10
Leah Brown	CDMC	10
Alivia Corps	CDMC	10
Dan Fox	CDMC	10
Stephen Hardy	CDMC	10
Stephen Holmes	CDMC	10
Sam Mitten	CDMC	10
Paul Pendleton	CDMC	10
Sammy Ralph	CDMC	10
Elliott Shaw	CDMC	10
Phil Shaw	CDMC	10
Lewis Brindle	GPMC	10
Anthony Brindle	GPMC	10

Jonathan Cragg	GPMC	10
Barry Hewitt	GPMC	10
Yvonne Robinson	GPMC	10
Martin Williams	GPMC	10
Mike Parden	LiMC	10
Steve Price	LiMC	10
Mike de St. Pace	LiMC	10
Rod Brereton	PDMC	10
Steve Dixon	PDMC	10
Ray Duckworth	PDMC	10
Toby Fisher	PDMC	10
Ian Mills	PDMC	10
Harry Tinkler	PDMC	10
Mick Tomlinson	PDMC	10
Ian Mather	SMC061	10
Lindsay Mather	SMC061	10

SD34 U18 Marshal's Championship

Jessica Crawley	WaDMC	73
Matthew Nicholls	U17MC	38
James Robinson	U17MC	30
Joseph Cropper	U17MC	15
D Millward-Jackson	U17MC	15

**SD34 Sprint & Hillclimb
Championship**

Nigel Fox	CDMC	48.87
P Messer	CDMC	29.14
J Wadsworth	LAC	20.15
Nigel Trundle	GPMC	20.08
S Wilson	LoDMC	19.89
R Thorpe	LiMC	10.02
David Goodlad	BLMCC	9.79

Who's who at PDMC**Honouree President's**

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Tom Preston

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JUNE NEWSLETTER 2019

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Cheers
Ray Duckworth.