

KNUTSFORD & DISTRICT MOTOR CLUB HANDBOOK
Ninth Edition 2015

HANDBOOK

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Amendments, Notes or Updates

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1. Introduction

This is the ninth edition of the KDMC Handbook, which we publish every few years, and I hope this Handbook will continue to be a useful introduction to the Club for new members, as well as being a source of reference material for the older hands.

The idea is that the information in the Handbook will not easily become out of date. For current information, see the Club's Bulletin, sent to all members, where you will find details of the current Committee and Officers, as well as dates and details of forthcoming events, event reports and other items of interest. Also, of course, we have our website at www.knutsfordmotorclub.co.uk which is regularly updated and is an invaluable resource for Club members.

The Handbook is intended to be a reference book – if you glance at the contents, you will see that it contains some historical information about the Club, the Plains Rally, the Tour of Cheshire and other events, and profiles of some of the Committee and prominent members. Looking back over the award winners for the last 30 years or more, both brings back memories for older members and helps new members understand the Club has quite a heritage. Also, however, you will find articles, most of which originally appeared in the Bulletin, that introduce you to various aspects of motor sport and which, I hope, will encourage more members to start competing as well as enjoying the social, organising and marshalling aspects of our Club.

In this edition we have one major addition. Autosolos have grown in popularity since being introduced some 10 years ago and are an ideal entry level form of motorsport. I've also introduced a section on minimum age for those events organised by KDMC.

I hope you find it useful – please let me know your suggestions for additions or changes ready for the next edition in a few years' time. Our record keeping is not perfect, if you spot any errors or you can complete any of the "not knowns", please let me know. My thanks to all the contributors.

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Handbook Editor

2015

Correspondence for the Handbook Editor to:

Email editor@knutsfordmotorclub.co.uk

Club Website: www.knutsfordmotorclub.co.uk

www.plainsrally.co.uk

www.tourofcheshire.co.uk

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2. Knutsford & District Motor Club – A History

Knutsford & District Motor Club, based at Knutsford in Cheshire, was founded in 1956 by a group of enthusiasts. Member number 1, John Knott, still attends our Dinner Dance and AGM. The membership is drawn from a radius of about 25 miles around Knutsford, although some members keep in touch from as far afield as the South of France and South Africa.

The Club's premier event, the Plains Rally, has run in the forests of central Wales for many years and was originally a road rally in the prestigious Motor News Rally Championship. More recently it has been a stage rally forming part of the BTRDA National Rally Championship, and various manufacturers' Championships, such as Vauxhall, Peugeot, Nissan, Ford (Ka), Daihatsu and Skoda.

The Plains is the main competitive event of the Club, but it forms only part of the Club's activities, which include a comprehensive programme of social and sporting events arranged by the Club's hard working Committee. Social gatherings include regular meetings on a Monday night at the Golden Pheasant, Plumley, Nr Knutsford. Attractions include video and film nights, talks, quizzes, visits (e.g. to Prodrive and Malcolm Wilson Motorsport), model car racing and table top rallies. The social calendar culminates in the annual Dinner Dance, where the year's trophies are presented to the various championship winners. Charities are often the beneficiaries of the Club's activities – examples include Children-in-Need (rally car pulls from Altrincham to Manchester) and Citizen Advocacy (through a Le Mans style karting evening) – and the North West Air Ambulance. Special emphasis is placed on encouraging new members, and especially young members, with reduced subscription and their own awards and championship. We have several fine examples of Junior members who 'cut their teeth' with KDMC and have then gone on to significant success in the motor sport world.

Competitive events run by the Club include autotests, autosolos, navigational scatter events, production car trials and road and stage rallies. The Club promotes an Off Road Championship consisting of autotests, autosolos, car trials, sprints and hillclimbs, and a Rally Championship consisting of road, stage, multi-use venue and historic rallies. Club members are also active in marshalling on major rallies, including the Wales Rally GB (formerly RAC and Network Q) and several major national rallies. There is a Marshals' Championship, an All-Rounders Championship, and also a Junior Championship for younger members. Also popular are our Scatter Championship and a Grass Autotest Championship.

Individual Club members include leading national competitors in the field of stage, road and historic rallying, car trials, autosolos and autotests. Nevertheless, the Club takes great care to offer events of interest to both expert and novice motor sports enthusiasts alike. The Club has a fine record in the championships of the Association of North Western Car Clubs, being a winning club or runner-up many times over the last decade, including 2011.

In all fields tackled, KDMC strives to achieve the highest organisational standards and this is particularly true with the Plains Rally. It is intended that the Plains will continue to live up to the standards of previous years, which have seen the event recognised as "Rally of the Year" on many occasions.

In 1993 the Club won the inaugural "RAC Motor Club of the Year" award, and followed this with top three places five times.

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3. Club Presidents

1958 – 1980	Lt. Col. Sir Richard Martin-Bird CBE. TD. DL.
1980 – 1986	The Duke of Westminster
1986 – 2005	Alan Jolley
2005 – 2015	Duncan Wild
2015 – Present	Alan Smith

Club Chairmen

1957 – 1961	Bert Cowburn
1926 – 1966	John Knott
1966 – 1969	Ken Clawson
1969 – 1974	Alan Jolley
1974 – 1978	John Poole
1978 – 1982	Nigel Raeburn
1982 – 1986	Roger Stubbs
1986 – 1989	Norman Robertson
1989 – 1991	Duncan Wild
1991 – 1992	Jeff Gray
1992 – 1994	Les Sharp
1994 – 1997	Norman Robertson
1997 – 1998	Paul Kelly
1998 – 2005	Peter Boyce
2005 – 2012	Alan Smith
2012 - Present	Jef Sumner

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4. **A Year in the Life of KDMC** by Nigel Raeburn

The Club year starts with the AGM, which is usually around March. This meeting, held on a Monday night, is where the Club's officers are elected for the coming year and is also an opportunity for the membership to voice their views about the running of the Club. Sometimes there is the extra excitement of a change in the Club's rules or constitution and most years there is some intense canvassing by members who want to get elected to some specific Committee position. Seriously, serving on the Committee can be a lot of fun, as well as hard work, and volunteers are always welcome. Committee work can be a very real help in the career development in the working world, you gain a lot of experience in a relatively 'low risk' environment.

Work gets into top gear now to prepare for the Club's major competition event of the year, the Plains Rally. Organising work for this goes on all year, but reaches a peak as the event approaches, currently it runs in May. The Plains has been a major national standard rally for many years, originally in the Motoring News Road Rally Championship (which in the sixties was **the** major rally championship as stage rallies had not yet developed) and for the last 25 years plus in the BTRDA Stage Rally Championship. Ever since its earliest years on the Cheshire Plain (hence the name) it has been run in mid-Wales and the Club has achieved an excellent reputation for high organisational standards, winning "Rally of the Year" award on several occasions. Every Club member should be out in Wales on Plains weekend helping out in some way or other.

Throughout the year, on every Monday evening except for Bank Holidays, the Club meets for a social gathering, currently at the Golden Pheasant, Plumley. For the record, the Club previously met at the Royal George and Angel Hotels in Knutsford, the Swan at Bucklow Hill, the Kilton Inn, Mere, the Roebuck Inn, Mobberley, the Whipping Stocks at Over Peover and, in two periods, at the Legh Arms, Knutsford. Some weeks the meeting is just a chance to meet for a drink and to chat over past events or to plan future ones - these evenings being known as 'noggin and natter'. New members are always welcome to come along. The Social Secretary arranges a varied programme of activities on Mondays; here are some of the kinds of events: quizzes (picture, parts, inter-club, etc), videos (often of our own events as well as major ones), talks from visiting speakers, visits to interesting organisations (e.g. a Ferrari specialist, Prodrive, James Watt Automotive (F1 specialists)), forums, Scalextric evenings, radio-controlled cars, table top rallies. From earlier years, I can remember Foot Rallies and Bicycle Rallies, even evening autotests, which we have repeated more recently with the Grass Autotest series. In general, the first Monday is a competition, usually a Scatter in winter and Grass Autotest in summer. It is aimed to have an organised social event on the second Monday - see the website for details.

While these weekly evenings are the heart of the Club, the real organising activity is carried out by 'specialist committees' for major events, such as the Plains, but most importantly, at the Club Committee meetings. It is the Committee which drives the Club's programme each year, both socially and competitively, and these meetings often feature lively debate late into the evening! The Committee is backed by the Club Directors, who meet quarterly to address the more strategic level.

Running through the year are the various Club Championships, which include KDMC organised events as well as those organised by other clubs. The championships cover rally driving and navigating, autotests, trials, hillclimbs and sprints (these four in the Off-Road Championship), a Scatter Event Championship, Grass Autotest Championship, Marshalling Championship, a Junior Championship (for under 21s) and the Allrounders Championship combining all the others.

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The Club usually runs six Grass Autotests each year at local farms. Our major Autotest in July is a National Championship round, and very spectacular it is too. In addition, each autumn we organise a regional Autotest in Knutsford. We have organised an Inter-club Team Autotest, an event which ran for over 16 consecutive years, but has now evolved into the individual event. Over the past five years a new form of Autotest has become very popular. KDMC was one of the first clubs to run Autosolos. We start our year with the first in January and conclude with a second in October.

On the Production Car Trials scene, we have, early each year, often in very wintry conditions, a national championship round, previously run at Afonwen, near Denbigh in north Wales, but lately near Congleton. Sadly, a lack of suitable venues has meant this event has had to be put on hold for a few years now.

Most years see a popular series of Scatters (Navigational Scatter events) on Monday evenings. There are three in the spring and three in the autumn as dark evenings are best from the safety point of view for these introductions to map reading and the basics of rallying. A Scatter Event is essentially a road rally without a fixed route and with no time schedule, but that doesn't mean that they are easy to win! We also occasionally run a longer "Super Scatter" which usually manages to get to good rallying territory, such as North Wales.

Over the years we have organised or co-promoted both stage and road rallies – the Blakes Challenge at Aintree, and the Petite Road Rally in north Wales, as well as a number of 12-car rallies. These have been popular events for the club level rallyists and a good turnout of KDMC members is needed on the organising front. Until recently, we were involved with a consortium of Cheshire motor clubs in the North West Stages Rally.

Throughout the year, Club members turn out marshalling on all sorts of events including, of course, our own. There is usually a large party on the Midland International Rally and also on the RAC Rally, on both of which the Club usually runs a special stage. Many Club members also spend some time spectating on the RAC (or Wales Rally GB as it has become).

Whilst Peter Boyce was a 'local' member of the Club, he established the Cranford Tour. Usually run in July, this popular event, a 'touring assembly' was based at Snape Farm near Crewe in its early years until members John and Jean Williamson retired and sold their farm. This was a non-competitive run, starting with breakfast, lunch at an interesting venue, and ending with a cream tea. The tour would see a good turnout of both 'normal' cars and some interesting classic and sports cars. The Tour has unfortunately not run for a few years, but it is hoped that it will be reintroduced to the Club calendar in 2016. A major addition to our calendar in 2004 was the Tour of Cheshire, a daytime historic road rally.

Shortly before Christmas, the Club Christmas Party is held on a Monday evening and the social highlight of the year is the Dinner Dance in the New Year. We usually manage to arrange a well-known guest speaker, the annual prize giving takes place (an impressive array of trophies) and a good time is had by all. There is usually a tombola, the excitement of the secret awards (chosen by the Committee) and live music well into the night. Not long after the Dinner Dance it is AGM time again and another KDMC year is under way. As you will have gathered by now, it is a very active Club with something for everyone, you don't need an expensive or exotic car to join in – in fact, you can enjoy a lot without even owning a car!

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5. Plains Rally History

The Plains is the Club's major event. The Plains first saw the light of day in 1964 when, as rallying was beginning to increase in popularity, it made its debut as a road rally based in the lanes of the Cheshire Plain, from which it derived its name. Under the guiding hand of its creator, Alan Jolley, it grew in stature, a major decision being to move the event from Cheshire to the more demanding and exciting lanes of Wales. This astute move completely changed the nature of the event and the new format became an immediate success with competitors. The annual pilgrimage to Border Garage just outside Welshpool in October promised a challenging night's rallying of 200 miles on the lanes of Wales. Alan provided challenging routes with time controls every four minutes to test the skills of both driver and navigator in the heyday of road rallying. Recognition of the event's popularity was rewarded when it was included in the major rallying championship of the era, the Castrol Motoring News Championship. During the late nineteen sixties and early seventies the event came to be regarded as a 'classic', not only for its demanding but enjoyable format, but also for its slick organisation.

In 1971 the event was selected as Rally of the Year, a feat which was repeated the following year. Ever conscious of the need to move with the times, the decision was taken to again change the format of the event. During the mid-seventies, forest stage rallying had taken off and, even though the event was the most popular in the road rallying calendar with over 300 entries for the 120 places, it was decided that "The Plains" should become a forest stage event.

In 1974 Alan Jolley handed the reins over to Tony Golding who transformed the event format. The last road rally was therefore organised in 1974 and, while many lamented its passing, it re-emerged in 1976 as part of the British Trial and Rally Drivers Association Gold Star Championship. By 1977 it was decided to move into Central Wales and base the event in Newtown, Powys. Sarnau, Red Lion, Nant-y-Moch, Taliesin and other forests will bring back memories of those early days. It remained in Newtown until 1987 when, due to the demise of The Bear Hotel, it moved to Llandrindod Wells.

Having established itself as one of the premier events in the rallying calendar, sponsorship was obtained from Esso. During its partnership with Esso, the event grew in stature and this was recognised by it being granted National status in 1980. The credit for achieving this is due to Martin Coleman, who had succeeded Tony Golding as Clerk of the Course in 1978. He also succeeded in establishing the event at The Bear Hotel, the two becoming synonymous with each other during the early eighties.

In 1983 Norman Robertson was appointed Clerk of the Course only a few months before the event. The Club President at the time was the Duke of Westminster, and after flagging the cars away, he flew by helicopter to the Tarenig forest, guided by Alan Jolley and Nigel Raeburn, where he was given a run through the stage in the Course Car, driven by Louise Aitkin-Walker.

Although the 1983 event went ahead, it was agreed that a complete review was necessary and this was undertaken in readiness for 1984. Norman Robertson was joined by Jonathon Smith as Assistant Clerk of the Course and together they undertook a complete reappraisal of the event. This combination proved an immediate success and they were rewarded by being awarded the Rally of the Year by the BTRDA. As mentioned earlier, the rally remained in Newtown until 1987 when a move to a new headquarters was forced on the organisers.

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The Hotel Metropole in Llandrindod Wells was selected and the change of HQ coincided with the introduction of several miles of previously un-rallied roads. The new recipe was well received and another Rally of the Year award was accepted by the organisers at the annual end of season BTRDA Dinner and Dance.

1990 saw yet another move to a new HQ, the Commodore in the centre of Llandrindod Wells, which also hosted the event in 1991. The Ford entry for 1991 was an entry for Louise Aitkin-Walker, returning after driving the Course Car for Norman Robertson in 1983, but now driving a Sierra Cosworth 4x4. Her final position was a tie with Richie Holfield in a Metro 6R4. Richie managed to gain overall victory by completing Stage 1 one second faster than Louise.

A change of date was necessary in 1992 to accommodate the different championships as the event struggled with the recession to avoid financial suicide or extinction. Llandrindod Wells was unable to accommodate the change of date to July, forcing a move west where the vacated university in Aberystwyth provided an excellent venue. The town made the event very welcome, allowing the start on the seafront. The compact route, made possible by the close proximity of the allocated forests in Myherin and Taliesin, proved to be another successful format. The organising team took up the many challenges, and it was fitting that Norman Robertson should again collect the Rally of the Year award in his last year as Clerk of the Course.

In 1993 Les Sharp was appointed Clerk of the Course at another time of change when British rallying was being restructured. The Club was very pleased to retain association with the BTRDA and be included in their championships. After three years in Aberystwyth, the event returned to Newtown in 1996.

A successful route format, using forests in the Aberystwyth area and the Sweet Lamb complex of Mr Bennett-Evans, developed over the years. One claim to fame by the organising team was getting permission to gain access to Tarenig forest. Farmer, Mr Bennett-Evans, blocked the access during a Welsh Rally in the early seventies. Ironically, after the Club's agreement, Mr Bennett-Evans realised the business opportunity of rallying, initially providing parking and later developing his Sweet Lamb complex, now a popular rally venue, how times change! His son John won the Plains in 1994 and 1995. The event used Hafren in 1997 and 1998, and Dovey in 1999 and 2000. In 2001, the rally had to be cancelled at quite short notice due to Foot and Mouth Disease and the desire to cause no additional problems for the farming community around the planned route. 2002 saw the return to Aberystwyth as the host town, but retained the heart of the event in the Dyfnant and Dovey forest complexes. While in 2003 we retained the same forest area, the rally returned to Welshpool as the host town. It has remained in Welshpool up to the present, although the forest allocation now includes Hafren forest.

Many of the organising team remember the road rally days of the Plains, which started at Border Garage, Welshpool, for most of its life. Welshpool in October was synonymous with the Plains in its early years and was equally successful under the newly appointed Clerk of the Course, Graham Raeburn, in 2007 when the event was awarded the best BTRDA Rally of the Year 2007. We now associate Welshpool in May with the Plains and the Club is proud of its long association with mid-Wales throughout its long support and organisation of road and stage rallies in the area.

The organisation of the Plains is a major project for the Club and a dedicated organising committee meets over a nine month period leading up the event each year. Current Clerk of the Course is Les Sharp.

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The Clerks of the Course have been as follows:

1964 – 1972	Alan Jolley
1973 – 1977	Tony Goulding
1978 – 1981	Martin Coleman
1982	Richard Potts and Dave Arstall
1983 – 1992	Norman Robertson
1993 – 2006	Les Sharp
2007 – 2014	Graham Raeburn
2015 – Date	Les Sharp

There is an event website at www.plainsrally.co.uk

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6. Plains Rally Winners

	Driver	Navigator/Co-driver	Car
1964	Ray Peters	Barrie Hughes	Mini
1965	Colin Malkin	Rob Lyall	Mini Cooper `S`
1966	No Event		
1967	Rodney Badham	John Morgan	Hillman Hunter
1968	Rod Cooper	Ian Cooper	Cortina
1969	George Hill	Keith Wood	Mini Cooper `S`
1970	Frank Pierson	Colin Francis	Lotus Cortina
1971	Will Sparrow	Nigel Raeburn	Mini Cooper `S`
1972	Paul Faulkner	Martin Holmes	Escort TC
1973	Russell Brookes	John Brown	Escort Mexico
1974	George Hill	Keith Wood	Vauxhall Viva
1975	No Event		
1976	Gordon Batchelor	Roger Jenkins	Escort RS2000
1977	Robin Farrington	Tony Francis	Escort RS2000
1978	Tim Prise	Bob King	Opel Kadett GT/E
1979	Geoff Simpson	Ed Morgan	Escort RS1800
1980	Geoff Simpson	Alan Simpson	Escort RS1800
1981	Trevor Smith	Felicity Kerr	Escort RS1800
1982	Roger Chilman	Bryan Thomas	Escort RS1800
1983	Darryl Weidner	Doug Hart	Audi Quattro
1984	Clinton Smith	Stuart Dytham	Opel Ascona
1985	Pete Slights	Lou Naylor	Escort RS1800
1986	Peter Doughty	Lyn Jenkins	Opel Mantra
1987	Steve Whitefield	Dave Adams	Metro 6R4
1988	Bill Barton	Don George	Metro 6R4
1989	Richard Gough	Eifion Jones	Escort RS1800
1990	Gwyndaf Evans	Howard Davies	Sapphire Cosworth 4x4
1991	Richie Holfield	Ed Morgan	Metro 6R4
1992	Steve Smith	Brian Hughes	Lancia Delta Integrate
1993	Brian Bell	Phil Mills	Escort Cosworth
1994	Jon Bennett-Evans	Chris Jones	Sierra Cosworth 4x4
1995	Jon Bennett-Evans	Chris Jones	Escort Cosworth
1996	Andy Burton	Ed Morgan	Metro 6R4
1997	Dom Buckley	Stella Boyles	Mitsubishi Lancer
1998	Richard Gough	Jayson Brown	Mitsubishi Carisma
1999	Mark Perrott	Jayson Brown	Mitsubishi Lancer Evo 5
2000	Andy Burton	Rob Morgan	Peugeot 306 Cosworth
2001	No event due to Foot and Mouth Disease		
2002	Andy Burton	Rob Morgan	Peugeot 306 Cosworth
2003	Andy Burton	Rob Morgan	Peugeot 306 Cosworth
2004	Steve Perez	Neil Dashfield	Ford Focus WRC
2005	Geoff Jones	Shelley Rogerson	Subaru Impreza
2006	Andreas Mikkleson	Ola Floene	Ford Focus WRC
2007	Jon Ingram	Ian Allsop	Subaru S11 WRC
2008	Marcus Dodd	Alun Cook	Hyundai Accent WRC
2009	Hugh Hunter	Andy Marchbank	Ford Focus WRC 01
2010	Andrew Burton	Robin Kellard	Peugeot Cosworth
2011	Andrew Burton	Robin Kellard	Peugeot Cosworth

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	Driver	Navigator/Co-driver	Car
2012	Roger Chilman	Bryan Thomas	Subaru Impreza WRC S9
2013	Euan Thorburn	Paul Beaton	Ford Focus WRC
2014	Euan Thorburn	Paul Beaton	Ford Focus WRC
2015	Dave Weston	Kirsty Riddick	Subaru Impreza

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7. KDMC Secret Awards

The Committee has the pleasure, on an annual basis, of considering special awards to members who have contributed to the success of the Club. While the Committee debate the merits of nominees, and then vote by secret ballot, only the Chairman and Awards Secretary know the winners before they are announced at the annual Dinner Dance. The individual awards are given for a variety of reasons and these are highlighted below.

The Bluebird Trophy

This award is presented annually to any member who has worked for the benefit of the Club. The trophy is the rev. counter out of Donald Campbell's land speed record car, Bluebird, and was presented to KDMC by Carl Noble of the land speed record team.

Past Winners:

1972	Tony Goulding	1994	Nigel Raeburn
1973	Roger Jones	1995	Robin Mortiboys
1974	Tony Goulding	1996	John Williamson
1975	Trevor Addey	1997	Graham Maxwell
1976	Duncan Wild	1998	Robin Mortiboys
1977	Mike Snell	1999	Alan Smith
1978	Brian McKenzie	2000	Dave Mostyn
1979	Martin Coleman	2001	Duncan Wild
1980	Richard Potts	2002	Steve Henstock
1981	Roger Stubbs	2003	Graham Maxwell
1982	Duncan Wild	2004	Les Sharp
1983	Ian Lawless	2005	Nigel Raeburn
1984	Jeff Gray	2006	Peter Boyce
1985	Jonathan Smith	2007	Shon Gosling
1986	Les Sharp	2008	Les Merrill
1987	Ken Crookes	2009	Jeff Gray
1988	Martin Pettitt	2010	Jef Sumner
1989	Rich Harrison	2011	Mike Timmins
1990	Roger Hopkins	2012	Mike Timmins
1991	Jonathan Smith	2013	Simon Barnett
1992	Norman Robertson	2014	Duncan Wild
1993	Paul Kelly		

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The Knutsford Trophy

This award recognises the achievements of an individual who has carried the name of KDMC into the wider arena of motor sport. It has been won by members who have had success on the regional, national and international scenes. It has also been given to organisers of Club events, recognising particular success in promoting KDMC through successful events.

Past Winners:

1977	Barrie Parker	1997	Tim Sargeant
1978	Tony Goulding	1997	Steve Henstock
1979	Geoff Fielding	1998	Duncan Wild
1980	Barrie Parker	2000	Tim Sargeant
1981	George Harrison	2001	Tim Sargeant
1984	Norman Robertson	2002	Duncan Wild
1985	Vince Wetton & Chris Allen	2003	Jamie Turner & Graham Raeburn
1986	No award?	2004	Duncan Wild
1987	Barrie Parker	2005	Graham Raeburn
1988	Alan Jolley	2006	Les Sharp
1989	Duncan Wild	2007	Graham Raeburn
1990	Martin Pettitt	2008	Norman Robertson
1991	Rob Gleave	2009	Matthew Thompson
1992	Duncan Wild	2010	Matthew & Mike Vokes
1993	Alan Jolley	2011	Jef Sumner
1994	Norman Robertson	2012	Mike Vokes
1995	Stephen Wild	2013	Duncan Wild
1996	Nigel Raeburn	2014	Graham Raeburn

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The Wooden Spoon

Those who did not quite make it through no fault of their own have been recognised by this prestigious award. This mounted wooden spoon carries many illustrious names of KDMC members who have tried hard in the competition field but not achieved their goal, or have had a particular disaster during the year. This list of names represents many mechanical failures and accidents of the past years.

Past Winners:

1961	WK Watkins/L Howard	1988	Barrie Parker
1962	B Bennett/K Jones	1989	Geoff Hindson
1963	C Cowburn/S Stevenson	1990	Jeff Gray
1964	Ken Clawson	1991	Paul Kelly
1965	H Atherton	1992	Rob Gleave
1966	Not Presented	1993	Roland Hunt
1967	L Skinner	1994	Stephen White
1968	Mr & Mrs M Halliday	1995	Clare Jackson
1969	P Boyce/C Sarqueis	1996	Plains Committee
1970	Gordon McLaren	1997	Trevor Reed
1971	Roger Clift	1998	Wes Jacklin & Alastair Oram
1972	Roger Hatch	1999	Nigel Raeburn
1973	G Leadbetter/D Wisedale	2000	Ian and Pam Ackroyd
1974	Dave Campion	2001	Gordon Heaton
1975	R Campbell	2002	Simon Morton
1976	Roger Hopkins	2003	Ian Chapman
1977	Tony Marsh	2004	Ian & Cheryl Hill
1978	Walter Hodgkinson	2005	Duncan Wild
1979	Robin Eldridge	2006	Steve Skepper
1980	Keith Dodsworth	2007	Dave Goodlad
1981	Nigel Goward	2008	Russ Smith
1982	Declined	2009	Paul Kelly
1983	Paul Worswick	2010	Not Awarded
1984	Mike Geoghegan	2011	Steve Doherty & Russ Smith
1985	Paul Meyer	2012	Chris Kettle
1986	Dave Warner	2013	Paul Vokes/Richard Duddell
1987	Howard Staves	2014	Dave and Jennie Aincham

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The Ladies Award (Sproston Stubbs Trophy)

Originally donated by Roger Stubbs as the trophy for the Ladies' Treasure Hunt, which was organised for the ladies by the male members of the Club. With the demise of the Treasure Hunt, the award is now given by the Committee to any lady who has worked particularly hard for the good of the Club.

Past Winners:

1976	Sheila Leigh	1997	Jean Williamson
1977	Pam Stubbs	1998	Louise Lambert
1978	Jeannie Coleman	1999	Margaret Mullen
1979	Pam Stubbs	2000	Gill Foulkes
1980	D Sinclair	2001	Sheila Lewis
1981	Sheila Cunningham	2002	Margaret Mullen
1982	Val Robertson	2003	Sheila Lewis
1983	Pam Kettle	2004	Jean Williamson
1984	Hilary Gray	2005	Kay Merrill
1985	Pam Stubbs	2006	Jenny Lawson
1986	Pam Kettle	2007	Lorna Harrison
1987	Nikki Wild	2008	Cherrie Wild
1988	Lynn Robertson	2009	Jackie Boyce
1989	Kate Johnson	2010	Pam Butterworth
1990	Yvonne Lawson	2011	Laura Bradshaw
1991	Cherrie Wild	2012	Roxanne Earl
1992	Nikki Wild	2013	Roxanne Earl
1993	Lynn Robertson	2014	Barbara Skepper
1994	Lindsay Edwards		
1995	Margaret Mullen		
1996	Vera Mortiboys		

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The Chairman's Trophy

Introduced by Roger Stubbs, this award is the speedometer out of the World Cup Escort driven by Jimmy Greaves and Tony Fall in 1970. The winner is chosen by the Chairman and is awarded for an individual's achievement or support for the Club.

Past Winners:

1985	Rich Harrison	2000	Karl Price
1986	Barrie Parker	2001	Ian Ackroyd
1987	Les Sharp	2002	Nigel Raeburn
1988	Jeff Gray	2003	Shon Gosling
1989	Roger Hopkins	2004	Adam Bradley
1990	Ian Forshaw	2005	Lee Skilling
1991	Nikki Wild	2006	Jeff Gray
1992	Norman Robertson	2007	Graham Raeburn
1993	Jeff Gray	2008	Phil Mostyn
1994	Paul Kelly	2009	Don Barrow
1995	Mark Edwards	2010	Steve Skepper
1996	Peter Boyce	2011	Richard Duddell
1997	Tracey Mortiboys	2012	Alan Smith
1998	David Russell	2013	Cadet Marshals
1999	Simon Barnett	2014	Jeff Gray

The Committee Award

The Committee awards this to a non-committee member who has contributed to the Club's success. There was no perpetual award for this in the early days, but an individual award was made annually. Because of the previous lack of trophy, there is no record of early winners before 1992. There is now, however, a perpetual award.

Past Winners:

1992	Jef Sumner	2004	Lee Skilling
1993	Jef Sumner	2005	Shon Gosling
1994	Jolyon Robinson	2006	Don Barrow
1995	Jolyon Robinson	2007	Phil Mostyn
1996	Robin Mortiboys	2008	Dan Harrison
1997	Steve & Tim Henstock	2009	Shon Gosling
1998	Trevor Reed	2010	Dan Harrison
1999	Margaret Bailey	2011	David Mostyn
2000	John and Jean Williamson	2012	Peter Boyce
2001	Not Awarded	2013	Stage Set-up Team
2002	Andy Phillips	2014	Richard Duddell
2003	Simon Morton		

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8. Championship Winners

Each year the Club's Championships are hotly contested with trophies for the winners. There is a range of handsome trophies and cups to be kept for 12 months by the recipients, and an award each to keep. Below are the lists of the past winners of some of the Championships and I am sure you will agree that someone needs to do something about the repetition that occurs throughout the years! Maybe that person is you?

Allrounders Championship Past Winners:

This was introduced to recognise the broadening range of events tackled by members. With a reduction in the number of members taking part in rallies, this took over as the premier award in the competition year. Alan Jolley presented the trophy.

1990	Jon Robinson	2002	Alan Pemberton
1991	Jon Robinson	2003	Peter Boyce
1992	Jon Robinson	2004	Peter Boyce
1993	Jon Robinson	2005	Graham Raeburn
1994	Jon Robinson	2006	Duncan Wild
1995	Richard Lole	2007	Duncan Wild
1996	Jolyon Robinson	2008	Russ Smith
1997	Paul Kelly	2009	Duncan Wild
1998	Nigel Raeburn	2010	Dan Harrison
1999	Wes Jacklin	2011	Russ Smith
2000	Nigel Raeburn/Duncan Wild (tie)	2012	Russ Smith
2001	Not contested due to foot and mouth	2013	Duncan Wild
		2014	Richard Duddell

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Rally Championships

The rally drivers and navigators were the prime competitors in the early years of KDMC and the trophies for Driver of the Year and Navigator of the Year reflected their status. Still keenly contested and covering the range of rallies, from road and historic to single venue and forest stages, these are awarded to the best overall driver and navigator. Trophies are also awarded for individual rounds of the rally championships, which still form the backbone of the competitive awards each year.

Driver of the Year Award Past Winners:

1958	John Cohen	1988	Chris Pink
1959	J Whittaker	1989	Chris Pink
1960	G Whittaker	1990	Chris Pink
1961	W Sutton	1991	Jon Robinson
1962	John Knott	1992	Jon Robinson
1963	David Hulme	1993	Roger Hatch
1964	G Whittaker	1994	Jon Robinson
1965	J Dignam	1995	Peter Boyce
1966	H Atherton	1996	Peter Boyce
1967	M Halliday	1997	Graham Coffey
1968	Bill Baguley	1998	Peter Boyce
1969	Bill Baguley	1999	Peter Boyce
1970	Bill Baguley	2000	Peter Boyce
1971	Dave Bardley	2001	Alan Pemberton
1973	Alan Marsh	2002	Chris Robinson
1974	Unknown	2003	David Russell
1975	Alan Leigh	2004	Peter Boyce
1976	Bill Russell	2005	Peter Boyce
1977	Mark Booth	2006	Duncan Wild
1978	Rich Harrison	2007	Peter Boyce
1979	Rich Harrison	2008	Duncan Wild
1980	Chris Kettle	2009	Mike Harrison
1981	Chris Kettle	2010	Mike Harrison
1982	Paul Worswick	2011	Mike Vokes
1983	Mike Geoghegan	2012	Mike Vokes
1984	Malcolm Rogerson	2013	Duncan Wild
1985	Peter Higton	2014	Russell Smith
1986	Peter Higton		
1987	Dave Auden		

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Navigator of the Year Award Past Winners:

1959	Don Barrow	1987	Mark Booth
1960	John Knott	1988	Martin Pettitt
1961	FR Nash	1989	Martin Pettitt
1962	W Watkins	1990	Jane Pink
1963	Alan Jolley	1991	Jolyon Robinson
1964	Paul Steward	1992	Martin Pettitt
1965	E Wilding	1993	Peter Boyce
1966	Alan Jolley	1994	Jolyon Robinson
1967	A Peatfield	1995	Jolyon Robinson
1968	Roger Clifft	1996	Jolyon Robinson
1969	Alan Jolley	1997	Nigel Raeburn
1970	Richard Morris	1998	Nigel Raeburn
1971	Stuart Wild	1999	Graham Raeburn
1972	Richard Morris	2000	Nigel Raeburn
1973	Paul Ashton	2001	Chris Robinson
1974	Unknown	2002	Alan Pemberton
1975	Tony Goulding	2003	Graham Raeburn
1976	Tony Goulding	2004	Nigel Raeburn
1977	Tony Goulding	2005	Graham Raeburn
1978	Peter Boyce	2006	Nigel Raeburn
1979	Peter Boyce	2007	Graham Raeburn
1980	Dave Warner	2008	Steve Skepper
1981	Dave Warner	2009	Lorna Harrison
1982	Bob Barker	2010	Dan Harrison
1983	Brian Hazelhurst	2011	Matthew Vokes
1984	Margaret Thacker	2012	Matthew Vokes
1985	Tim Nesbitt	2013	Shon Gosling
1986	Tim Nesbitt	2014	Matthew Vokes

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Off-road Championship Past Winners:

The Championship includes autotests, autosolos, car trials, sprints and hillclimbs. The Cheshire Counties Trophy was donated when the local newspaper supported the Championship.

1975	Barrie Parker	1996	Paul Kelly
1976	Barrie Parker	1997	Paul Kelly
1977	Ian Lawless	1998	Gordon Heaton
1978	Barrie Parker	1999	Duncan Wild
1979	Andy Gibson	2000	Paul Kelly
1980	Phil Watmough	2001	Not contested, foot & mouth
1981	Duncan Wild	2002	Gordon Heaton
1982	Nigel Goward	2003	David Goodlad
1983	Dave Warner	2004	David Goodlad
1984	Dave Townsend	2005	David Goodlad
1985	Gordon Heaton	2006	David Goodlad
1986	Duncan Wild	2007	Duncan Wild
1987	Geoff Hindson	2008	Gordon Holmes
1988	Duncan Wild	2009	Duncan Wild
1989	Duncan Wild	2010	Russ Smith
1990	Duncan Wild	2011	David Goodlad
1991	Duncan Wild	2012	Steve Kettle
1992	Duncan Wild	2013	David Goodlad
1993	Roger Hopkins	2014	David Goodlad
1994	Paul Kelly		
1995	Paul Kelly		

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Marshals' Championship Past Winners:

1978	Jef Sumner	1996	Robin Mortiboys
1979	Dave Arstall	1997	Steve Henstock
1980	Chris Davies	1998	Louise Lambert
1981	Dave Oldfield	1999	Gill Foulkes/Steve Wright
1982	Phil Bowers	2000	Simon Barnett
1983	D Oldfield/C&K Crookes	2001	Bill Baguley
1984	Ken Crookes/Jef Sumner	2002	Bill Baguley
1985	Ken Crookes/Jef Sumner	2003	Adam Bradley
1986	Ken Crookes	2004	John Craig
1987	Ken Crookes	2005	Bill Baguley
1988	Ken Crookes	2006	Les Merrill
1989	Les Sharp	2007	Steve Henstock
1990	Peter Boyce	2008	Jef Sumner
1991	Peter Boyce	2009	Les Merrill
1992	Duncan Wild	2010	Les Merrill
1993	Mike Geoghegan	2011	Russell Henstock
1994	Mike Geoghegan	2012	Steve Henstock
	Malcolm Rogerson	2013	Steve Henstock
	Tom Rogerson	2014	Andy Redhead
1995	Robin Mortiboys		

Junior Marshals' Championship Past Winners:

1996	Matty Rogerson
1997	Russell Smith
1998	Russell Smith
1999	Russell Smith
2000	Gill Foulkes
2001	Russell Smith
2002	Fiona Maxwell
2003	Russell Smith
2004	Joanne Maxwell
2005	Emma & Michael Dolby
2006	Ainsley Merrill
2007	Jack Merrill/Jordon Merrill/Russell Henstock
2008	Russell Henstock
2009	Russell Henstock
2010	Jack Merrill
2011	Michael Henstock
2012	Russell Henstock
2013	Russell Henstock
2014	Dan Timmins

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Junior Championship Past Winners:

1995	Andy Lole
1996	Graham Raeburn
1997	Not Awarded
1998	Andrew Lawson
1999	Not Awarded
2000	Fiona Maxwell
2001	Not contested, foot & mouth
2002	Fiona Maxwell
2003	Fiona Maxwell
2004	Fiona Maxwell
2005	Not Awarded
2006	Not Awarded
2007	Not Awarded
2008	Not Awarded
2009	Matthew Thompson
2010	Not Awarded
2011	Not Awarded
2012	Matthew Vokes
2013	Philip Vokes
2014	James Williams

Grass Autotest Championship Past Winners:

2000	Paul Kelly - Novice: Steve Wright; Junior and Lady – Gill Foulkes
2001	Not contested due to foot and mouth
2002	Not contested due to loss of venue
2003	Duncan Wild - Novice: Fiona Maxwell; Junior and Lady – not awarded
2004	Jeff Gray
2005	Duncan Wild
2006	Steve Dolby
2007	Duncan Wild
2008	Steve Dolby
2009	Steve Kettle
2010	Steve Kettle
2011	David Dunlop
2012	Duncan Wild
2013	Duncan Wild
2014	Andy Williams

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Scatter (Twilight) Championship:

Drivers

1992	Duncan Wild
1993	Nikki Wild
1994	Jon Robinson
1995	Richard Lole
1996	Richard Lole
1997	Paul Kelly
1998	Alistair Oram
1999	Alistair Oram
2000	Alistair Oram
2001	Alistair Oram
2002	Alistair Oram
2003	Peter Boyce
2004	Alan Smith
2005	Duncan Wild
2006	Duncan Wild
2007	Duncan Wild
2008	Paul Kelly
2009	Allan Kirkham/Russ Smith (Joint)
2010	Alan Smith
2011	Russ Smith
2012	Russ Smith
2013	Russ Smith
2014	Russ Smith

Navigators

1992	Jeff Gray
1993	Kevin Johnston
1994	Jolyon Robinson
1995	Phil Gunhouse
1996	Jolyon Robinson
1997	Graham Maxwell
1998	Wes Jacklin
1999	Wes Jacklin
2000	Alan Pemberton
2001	Alan Pemberton
2002	Graham Raeburn
2003	Graham Raeburn
2004	Steve Skepper
2005	Graham Raeburn
2006	Nigel Raeburn
2007	Nigel Raeburn
2008	Graham Raeburn
2009	Richard Duddell/Dan Harrison (jnt)
2010	Dan Harrison
2011	Richard Duddell
2012	Richard Duddell
2013	Richard Duddell
2014	Richard Duddell

Scatter (Twilight) Championship – Ladies:

1999	Jenny Lawson
2000	Elaine Hunt
2001	Elaine Hunt
2002	Fiona Maxwell
2003	Joanne Maxwell
2004	Elaine Hunt
2005	Barbara Skepper
2007	Barbara Skepper
2008	Barbara Skepper
2009	Barbara Skepper
2010	Elaine Hunt
2011	Barbara Skepper
2012	Jan Farrar
2013	Barbara Skepper
2014	Barbara Skepper

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9. Committee Member Profiles, Past and Present

The less shy Committee members (past and present) have contributed some background on their motor club and motor sport experiences which you can read to find out about their successes and failures. There are also a few notes on other members. If you want to contact any of the non-committee members listed below, then please do so via the membership secretary.

Name: Peter Boyce
Lives in: Folkestone, Kent
Occupation: Retired College Lecturer
Marital Status: Married to Jackie

Recent cars. Saab 9-5 2.3SE (1999), Fiat Punto (2002), Saab 96 V4 (1967), Citroen DS21 (1971), all now sold in move to Kent; now has a VW Beetle.

Previous Cars include 750 and 1172 Specials, Singer 9 Le Mans, Mini, Consul, VW Beetle, Jaguar Mk2, Opel Rekord Coupe, Austin 1800 Land Crab, Austin Healey Sprite "Frogeye", VW Split Screen Camper, Escort Mk1, Citroen GS, Citroen CX, Lada 1200, Lada 1600, Lada Samara, Saab 96, Dutton Phaeton, Triumph TR7, Saab 99, Saab 99 Turbo, Saab 900 Turbo and Saab 9000.

Motor Sport Profile:

Began rallying in 1961 driving Ford 1172 Special. 1963 – 1981 on and off navigating in local and Motoring News rallies in Minis and Escorts. 1980's stage rallies in Saab 96 and Ladas as driver. 1990 to present, historic stage rallies in Saab 96 as driver. Historic road rallies in Austin A40, Triumph TR3, TR4 and Vitesse as navigator, and in Saab 96 as driver. 1996 -2002 competed with Dave Russell in the Triumphs on long distance continental rallies, including Marathon, Monte Carlo and Rallye des Alpes, and the Irish Classic. Also done Le Jog several times in the Saab 96, and once in the Citroen DS, each time with Jackie navigating. Now enjoying using the Citroen DS on the HRCR rallies in its native France with Jackie on the maps.

KDMC Profile:

Joined in 1962 after moving to Knutsford from the South and finding ourselves next door to Alan Jolley. Committee member, Hon Secretary, Press Officer, Vice Chairman and eventually Chairman from 1997 till 2004. Navigator Champion three times, Marshal Champion twice, Driver Champion seven times and All-rounder Champion twice. Also have trophies in autocross, PCTs and autotests. Deputy Stage Commander to Norman Robertson for the Network Q Rally of GB for three years in Tatton Park. Introduced the Cranford Tour and have run it for nine years. Most recently, Rally Secretary and now Chief Marshal for the Tour of Cheshire Historic Rally. Must have done over 150 rallies since joining KDMC, with many class wins.

Other Interests:

Was a navigator in the RAF and trained as a pilot in the RAFVR, so have a big interest in aircraft and flying. Would love to fly again, but motor sport would have to go and I am probably too old anyway. I am an inveterate traveller with special interests in geology, scenery and industrial archaeology. Am a member of several groups and charities connected with people with learning disabilities.

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Names: **Mike and Lorna Harrison**
Live in: Beeston Castle, Tarporley
Occupations: Chartered Accountants
Marital Status: Married to each other
Current Cars: Jaguar E Type Series 3 FHC, Triumph TR3A, Triumph TR4, 1982 Morgan 4/4, Morgan Aero 8 and Volvo PV 544

Motor Sport Profile:

We started historic road rallying in 2002 on a beginners rally in France, which cost £69 for the weekend. Moved on to the Classic Malts and London to Lisbon in the same year. After four years rallying in France, we started rallying in the UK on the inaugural Tour of Cheshire in 2004. Since then we have competed on many historic rallies in the UK, Europe and even in Iceland, in both a TR4 and TR3A. The E Type has been used for many classic tours and has been driven round most of the European F1 circuits, and up many of the Alpine passes. In 2015 to mark Mike's retirement we competed in the Volvo on the 2nd ERA Trans American Rally covering over 6,000 miles on the event.

KCMC Profile:

Joined in 2004 and currently serve as Treasurer (Lorna) and Vice-President (Mike). Mike is also Treasurer of the Historic Rally Car Register (HRCR) and Clerk of the Course for the Tour of Cheshire, Lorna is Secretary of the Meeting.

Name: **Jeff Gray**
Lives in: Barnton, Northwich
Marital Status: Divorced
Cars Owned: Anglia, Escort 1300GT, Datsun Sunny, Datsun 160SS, Vauxhall Cavalier, Vauxhall Nova 1.3, Peugeot 306 XSI, Peugeot 205 GTI (2), Frontera 3.2V6.
Current Cars: Peugeot 407 and 1969 MGB.

Motor Sport Profile:

Ex stage rally navigator with various drives and cars including 1275 GT Mini, 1340 Mini, Saab and Datsun. Using a 1275 GT Mini, I competed in autotests, hillclimbs, PCTs and Sprints. ANWCC PCT champion in 1991.

KDMC Profile:

Currently Club Secretary. I have done many a stint on various committee posts: Social; Treasurer; Membership and Chairman, and have been a committee member for approximately 38 years. Secretary for Plains Rally, RAC National B Timekeeper and Clerk of Course. A Club member for 43 years.

Other Interests:

Fishing, DIY and charity work.

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Name: Alan Jolley
Lives in: Knutsford
Occupation: Eventually – retired
Marital Status: Married to Barbara

Motor Sport Profile:

Rally co-driver in the '60s and '70s; Club "Navigator of the Year" in '63, '66 and '69. Co-drove for several "rated" drivers on "Motoring News" road rallies and special stage events and was Pentti Airikkala's first co-driver on 1974 Welsh International Rally. Competed on several internationals 1965 – 1974, after which I was invited to join the "hallowed ranks" of Ecurie Cod Fillet where I have been an active Committee member since. Former member of RAC and BTRDA Rallies Committees, and Vice President of BTRDA, the Golden Jubilee of which I organised at Cheltenham in 1988. Now confined to the occasional historic event – but still active!!

KDMC Profile:

Joined KDMC in 1962 and became Treasurer in 1963, hopefully laying the basis for the Club's sound financial footing. Vice-Chairman in 1967 and Chairman for five years between 1969 and 1973. Vice-President from 1974 to 1986, and President for 18 years from 1986 to 2005.

Still very active in the Club's competitive events, infrequently competing but usually stewarding or marshalling. I am an MSA registered marshal and also turn out on national, international and historic events. Also very involved in the Club's successful submission to MSA for "Motor Club of the Year". Still competing with John Williamson for the title of KDMC's longest-serving active member!!

Other Interests:

I am a reasonably competent clay-shooter (having taken this up in mid-life) but motor sport, through KDMC and ECF, remains my primary interest.

Name: Graham Raeburn
Lives in: Comberbach, Cheshire
Occupation: Business Analyst
Cars owned: Current: Peugeot 407, MG Midget (1967), Fiat Uno (was past, now present again). Past: VW Passat, Ford Mondeo, VW Golf x 2, Peugeot 406, Peugeot 205, Ford Fiesta, Mini

Motor Sport Profile:

I have enjoyed much success as a rally navigator on road and historic road rallies. First win was East Anglian Classic with Jamie Turner in a 1963 Hillman Imp in 2001. Won the 2004 ANWCC road rally championship with Owen Turner (Jamie's brother) in a Rover Metro Gti. Have also enjoyed competing in autotests and PCTs, and now autosolos, with limited success but lots of fun! I also actively marshal at autotests and rallies.

KDMC Profile:

A member of KDMC since birth! KDMC Junior Champion 1996; KCMC Rally Navigator Champion 1999, 2003, 2005, 2007; KDMC Scatter Navigator Champion 2002, 2003, 2005, 2008 (about 12 years after I first attempted the Championship!); KDMC All-rounder Champion 2005. Joined KDMC committee in 2002. In 2003 became Social Secretary, in 2005 became Competition Secretary. Been on the Plains organisers' committee 2002 and after a period as Assistant Clerk of the Course, became Clerk of the Course. Entries Secretary for the inaugural Tour of Cheshire.

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Name: Nigel Raeburn
Lives in: Bollington, Macclesfield
Occupation: Retired after many years with IBM
Marital Status: Married to Margaret, with son Graham and daughter Sarah
Cars Owned: Mazda MX-5 (Nigel), Honda CR-V (Margaret), Fiat Uno, 1967 MG Midget (Nigel and Graham)

Motor Sport Profile:

Mainly a rally navigator/co-driver. Most success with Will Sparrow (Minis, Mexico and Vauxhalls, 1967 – 1977, with Cyril Bolton (Mini and TR7V8, 1976 – 1980, and Bob Bean (Escort, 1977). Won about 15 Motoring News Road Rallies, 1970 Welsh International, 1970 RAC Championship (the 'BRC' of its day), 1972 Escort Mexico Championship and 1974 FRAC Group One Championship. Three times runner-up MN Championship. Co-driver with Deal Team Vauxhall 1970 – 1976. On Tour of Mull with Bob Bean in 1977. Retired from serious rallying in 1980 but still doing historic road events and won 1995 and 1997 Safety Devices HRCR Historic Road Rally Championship. Won 1989 Clitheroe 800 with one-time Plains sponsor, John Edwards-Parton, and won quite a few historic road rallies with regular partner Geoff Breakell from Blackburn in his 1966 Alfa Romeo Giulia Super and 1961 Jaguar 3.8 Mk2 (3rd overall 2003 Rally of the Tests). Won four times the VSCC Measham Rally with Mike Tomlin (a Bollington near neighbour) in his 1932 Alvis. Now addicted to Le Jog (Land's End to John O'Groats Trial) winning six medals with Mike Tomlin (Alvis, Silver and Bronze), Phil Surtees (Rover P5B, Silver) and Andy Nash (Sunbeam Tiger, Bronze, Gold, and Silver). Have competed in just about every form of motor sport – raced a Mini-Cooper, driven on road and stage rallies, tours, autocross, hillclimbs, sprints, autotests, PCTs, etc. etc. 2005 HRCR Clubman of the Year.

KDMC Profile:

Committee member from the early 1970s. Chairman 1978 to 1982. Vice-President 1982 to 2011. Introduced Navigational Scatter Events and 12-Car Navigational Rallies to KDMC, and re-introduced Autotests in 1975. Former Handbook Editor and Webmaster. Clerk of the Course of Tour of Cheshire.

Other Interests:

Long distance walking (e.g. Pennine Way, Coast to Coast, Offa's Dyke Path), Cycling.

Name: Norman Robertson
Lives in: Davyhulme
Occupation: Retired
Marital Status: Married to Lynn
Cars owned present: BMW 320i Luxury, Renault Clio (Lynn's).
Cars past: Wolseley 1500, Austin A35 van, Anglia Estate, Austin 1100, Escort GT, Dolomite Sprint, Austin Princess (Oops!), XR3, XR3i, Rovers 3500, 820i, 820 Vitesse, BMW 318is Coupe, BMW 320i SE

Motor Sport Profile:

1st in class ANWCC Stage Championship Co-driver 1984
2nd in class ANWCC Tarmac Championship Co-driver 1985
1st in class ANWCC Forest Stage Championship Co-Driver 1986
Each of the above with a different driver.
Co-driver in BTRDA Gold Star Championship 1984 – 85
Navigator in Motoring News Championship 1983 – 1986

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Currently a member of BTRDA Council, Chairman of BTRDA Rally Committee and BTRDA Rally Championship Co-ordinator.

KDMC History/Profile:

Clerk of the Course Plains National Rally 1983 – 1992
Social Secretary 1982 to 1983;
Deputy Clerk of the Course Plains National Rally 1982
Vice Chairman 1984 – 1986
Chairman 1986 – 1989 and 1994 – 1997
Vice President 1997 to date

Name: Les Sharp
Lives in: Tattenhall
Occupation: Analytical Chemist
Marital Status: Single
Cars owned: Rover 216 Gti

Motor Sport Profile:

Active organiser/marshal, 12 years experience, including four years race experience. Marshal at British GP and all British International Rallies. Very interested in safety aspects of Motor Sport – hope to gain Race/Rally Rescue Licence in the near future. Member of 'Safety'; former member of BRSCC, BMRMC and BRMC.

KDMC Profile:

Joined the Committee in 1984. ANCC representative 1986 to Equipment Officer, ANCC and ANWCC representative 1989 Club Secretary. Sector marshal on Rallye Petite 1981 – 1982 and Clerk of the Course 1983 – 1984. November 1988 Clerk of the Course for Knutsford Stages Rally at Oulton Park. Various posts on Aintree Multi-Use Venue event. Various jobs on the Plains Rally since 1982. 1985 Safety Officer; 1986 – 1992 Safety Officer and Chief Marshal; 1993 took over as Clerk of the Course until 2006. Chairman of KDMC 1992 to 1994.

Name: Steve Skepper
Lives in: Astley, Nr Leigh, Gr Manchester
Occupation: Computer Systems Administrator
Marital Status: Married to Barbara and have a daughter Joanna and son Jamie
Current cars: Mini Cooper Countryman, BMW X1 (Barbara's)

Motor Sport Profile:

First joined KDMC in mid to late 1970's when based at the Kilton Inn. Did a couple of scatters and quite a lot of marshalling. I bought Rich Harrison's 998 Mini Cooper (VVT 543G) and in 1978 competed in the Rally Petite, a Lancs & Cheshire Car Club/Knutsford & DMC event, aimed at beginners and novices, driving with my nephew on the maps. We finished and didn't come last!

After a break of several years, during which time I participated in many postal table-top rallies, I re-joined KDMC in 2003 with the intention of competing in Historic Road Rallies as a navigator. I have to thank Peter Boyce for giving me the opportunity to hone my navigational skills, competing in a handful of night events and two or three seasons of daylight Historic Rallies in both his SAAB 96's. I am currently navigating occasionally for John Larkin (1969 works-replica Cooper S) and, more frequently, for Duncan Wild (1965 Triumph 2000 and 1969 Mini Cooper).

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- 2004 3rd Overall ANWCC Historic Rally Navigator
1st Overall ANWCC Novice Historic Rally Navigator
Champion Novice Navigator – KDMC Road Rally Championship
- 2005 2nd Overall ANWCC Historic Rally Navigator
2nd in Class A2/B2 Navigator in HRCR Historic Rally Championship
- 2006 2nd Overall ANWCC Historic Rally Navigator
- 2008 Champion Rally Navigator/Overall Champion Navigator – KDMC Rally Championship
- 2010 2nd Expert ANWCC Historic Rally Navigator
1st Navigator – Tartan Classic Rally Championship
- 2011 2nd Expert ANWCC Historic Rally Navigator
- 2013 KDMC Historic Rally Championship – 2nd Overall Navigator
- 2014 KDMC Historic Rally Championship – Champion Navigator

My wife, Barbara, has also had success having been Champion Lady in the Twilight Championship on seven occasions.

Memorable Moments:

My first Tour of Cheshire in 2005 navigating for Richard White in his pre-1960 2.6 litre Austin Healey 100/6. We finished ninth overall and first in class. What a beast! (the Healey, not Richard!!).

Receiving my second in class HRCR Championship award from Paddy Hopkirk in 2005.

2008 Tour of Cheshire (the Swynnerton year!) navigating for Elgan Davies in his immaculate 1960 Porsche 356 finishing fifth overall and first in class.

My first rally "win" with Duncan Wild in the Triumph 2000 on the 20-10 Tartan Series Thistle Rallye.

KDMC Profile:

Having re-joined in 2003, I was elected on to the committee in about 2005 and, in one role or another, I'm still there. I was Bulletin Editor for 2-3 years, and currently look after the Club Website. I also provide a computerised results service for our Grass Autotests and other Club Autotests/Autosolos. I have been on the team for the Plains Rally and was Press Officer for 3-4 years. Currently, I assist Jeff Gray with Rally HQ logistics.

Name:

Alan Smith

Lives in:

Bolton

Occupation:

Chartered Accountant

Marital Status:

Single

Cars Owned:

Ford Focus ST, Ford Escort Mk1

Previously owned four Subaru Imprezzas (at different times); Ford Sierra Sapphire Cosworth and Ford Escort RS 2000 Mk 11.

Motor Sport Profile:

Marshalling and timekeeping on many occasions. Plains Rally entry secretary, spectating when possible, competed on scatter rallies and 12 cars.

KDMC Profile:

Joined in the mid 80's and still here. Was Club Treasurer since the early 1980's until 2005 when I was 'promoted' to Chairman until 2012. After being Vice President for the next 3 years, I became the club's fifth President in 2015. Have also looked after the Club Bulletin for a spell with help. Became Plains entry secretary in 1999.

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Other Interests:

Like all forms of motor sport, photography, walking and occasional golf. I also enjoy Bolton Wanderers winning.

Name: Russ Smith

Lives in: Bolton

Occupation: Automotive Engineer

Cars Owned: 1992 Mini Cooper 1380 Rally Car, 1976 Mini Clubman, 1976 Reliant Robin, Renault Master Van, Nissan Almera GTi.

Motor Sport Profile:

Being taken to see the RAC back in 1985 at Haigh Hall at the age of just 3, motorsport and rallying was always going to be a large part of my life. Through the years I have been out marshalling and watching on KDMC and national events with my dad and friends. I started competing in motor sport myself in 2000. First were a few KDMC scatters in a 998 Mini Mayfair, coming last in most events before moving into a 1600 MK1 Escort, and then a Rover 214 SEi. Finally, in 2004, I took the plunge and bought my competition licence and a road rally prepared 205 GTi to compete on various road rallies around the country. In the couple of years I competed, Dan Harrison and I moved through the classes from Novice to Expert, finishing third overall on the Garstang and Preston before a delicate driving licence forced a decision to take it easy for a while.

Since then I have navigated on stage events in a MK2 Escort alongside Steve Doherty, as well as sitting in with various drivers as course car on the Plains Rally as part of my role of Assistant Clerk of the Course. During 2011/2012 I have built and competed in a 1380 Mini Cooper Stage Car with varying degrees of success. Through the years, there has been a conscious decision to avoid competing in any particular championships, just picking and choosing events, with having fun at the top of the agenda. A couple of particular highlights being the infamous Preston Road Rally in 2005 in which Dan Harrison and I used a 1600 MK1 Cavalier, bought for just £150 before selling on again after the event for £250, and the Leukaemia Road Rally in which Abigail Summerfield and I entered in the Reliant Robin, finishing first three wheeler and 14th overall, managing to set second fastest time on one test against many high powered four wheeled historic cars.

KDMC Profile:

Through the years in KDMC, I have competed in stage and road rallies, sprints, hillclimbs, scatters, grass autotests and autosolos, as well as many other social events. I have a few awards including the All-rounders, Road Rally Driver, Stage Rally Navigator, Off Road Champion and the Wooden Spoon, to name some. Within the last few years I have moved through different roles on the Committee to become Club Development Officer, as well as helping out on the Plains committee before a busy work schedule took over.

Name: Jef Sumner

Lives in: Burscough, Ormskirk, Lancs

Occupation: Regional Surveyor in the Civil Engineering industry working out of Hamilton, Scotland

Cars Owned: Started out with 1200 Mk1 Cortina which soon became a 1500, then Triumph Spitfire, followed by Mk1 1300 GT Escort, which sprouted a 1600 engine, followed by a 'prepared' RS1600 whose engine alternated between the 1600 Pushrod and a 1600 Vega tune Twin Cam, at the same time bought a 3000E Capri as a tow car, but never used as such. Then came a succession of company

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vehicles, including a clutch of Sri's, now into the Volvo era, *is this and the glasses a sign of age?*

Motor Sport Profile:

Joined KDMC to get involved in motor sport in general, competed in the tail end of road rallying, before progressing into stages up to national level. Also competed in PCTs, autotests, etc. etc. Probably best known for marshalling and/or organisational feats. I have been Sector Marshal and Assistant Chief Marshal on the Plains, Assistant Clerk of the Course on KDMC Single Venue 'Blakes' Rally, and Stage Commander of Gartheiniog for RAC, Lombard, Network Q and Wales Rally GB Rallies on too many occasions to remember.

KDMC Profile:

Joined the Club circa 1970; first recognised recipient of Marshal's Award and Committee Award in 1992 and 1993. I have served on the committee and was the instigator of and first Equipment Officer, previously Vice-Chairman.

Name:	Duncan Wild
Lives in:	Chester
Occupation:	Retired Chartered Engineer
Marital Status:	Married to Cherrie, daughter Nikki and son Stephen
Cars Owned:	2009 VW Golf GT 2.0 TD, 2001 VW Golf GTi 1.8T, 1966 Triumph 2000 and 1060 Mini Cooper Rally Cars and ABS Freestyle Autotest Special.

Motor Sport History:

Started rallying and autotesting while at Loughborough University. Won first Autotest in 1966. Accident on 1973 Cytax Motor News rally brought an end to that phase of my motor sport. Member of Preston AC from 1966 and Off Road Champion in 1971. Second overall on 1972 LAC New Year Rally.

Returned to competition in 1976 and competed on PCTs and Autotests with success in Chevette, Dolomite, Mini and MG Metro. Won my first Restricted Autotest on Stockport MC Duralife. In 1988 became seriously involved in autotesting with Stephen, first in Mini saloon (with many class and overall wins in regional events), then from 1994 in a Mini Special (again many awards plus first BTRDA FTD). In 2002 bought ABS Freestyle and had most successful season in 2003, winning the ANWCC, ANCC and WAMC Championships. I have won three BTRDA Championship rounds in the ABS. Stephen has shared my autotest cars and with several FTD, and he was runner up in BTRDA Gold Star Championship in 2009. I continue to finish in the top 10 of BTRDA autotests. After a period as Chairman of the BTRDA Autotest Committee, I am now Vice-Chairman. I am also a Director of BTRDA Ltd.

First WAMC Championship win was 1992, followed by over 10 more. Represented Wales on Ken Wharton International Autotest most years since 1989. I have also been in Welsh or English Teams and Association Teams in Ireland.

Became involved in Historic Road Rallies in 2005 when I bought David Russell's Vitesse. Took Cherrie on several events in France. In 2006 I won the ANWCC Historic Road Rally Championship with Nigel Raeburn. Currently do events with Steve Skepper having replaced the Vitesse with a Triumph 2000. Won the Thistle Rally in Scotland in 2010, my first and only National B rally win, and the first major win north of the border by a big Triumph since Brian Culcheth on Scottish in 1970. I rebuilt my Mini Cooper in 2011 and it won a silver medal on first event at Throckmorton.

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KDMC Profile:

I have been KDMC All-rounder, Rally Driver of the Year and Off Road Champion.

Served on the committee as Vice-Chairman and Chairman before becoming Vice-President in 1991. Elevated to President in 2005.

I was a marshal or sector marshal on the Plains Road Rally from 1968. In 1976 became Chief Marshal on first forest Plains Rally, and for the next four years. Moved to Results and had a year as Assistant Clerk of the Course with Norman Robertson in 1983. Spent my 40th birthday that year in the course car driven by Harry Hockley. Stage Commander on many events up to international level. More recently, involved with the Tour of Cheshire as Chief Timekeeper and responsible for tests. I took over as Clerk of the Course of the Knutsford Autotest (now the Tim Sargeant Memorial Autotest) in 1987. I have also introduced a second major autotest and autosolos to KDMC.

Some Other Notable Members

Don Barrow

Purveyor of navigation equipment to rallyists around the world, Don has probably won more rallies than any other person, period. Multiple Motoring News Champion with drivers Reg McBride and Jimmy Bullough, and also rallied with Whizzo Williams and Eric Jackson. Co-drove for Triumph, BMC, Rootes Group, Dealer Team Vauxhall and Ford Works Teams, including Timo Makinen in a works Healey, Andrew Cowan, Roy Fidler and John Sprinzel. Medal winner on two Le Jogs and still an active competitor in our Club events today and responsible for the events' excellent websites.

Rich Harrison

Member since the 1970s. Driver of the Year, and now a regular competitor in Historic Rallies in an MGB. He has also used the car for car trials in the BTRDA Championship. Can be seen on autosolos and grass autotests. Past Competition Secretary.

John and Elaine Hunt

Can be seen out on Historic events as competitors or marshals. Very active in HRCR. Rally a Triumph Herald. Can be seen on scatters in more modern machinery.

Mike and Matthew Vokes

Recent Club members who joined after success on the Tour of Cheshire where they finished second in 2011. Mike has a quick, agile Hillman Imp, which he drives quickly to complement Matthew, who is a demon on the maps. Second son is now cutting his teeth on scatters.

Matthew Thompson

When Matthew started his first rally at 14 and about 10 days, he became the youngest ever rally driver in the UK. After three years gaining experience on single venue events, with Graham Raeburn guiding him along the way, he is about to start his first forest event, following in the footsteps of his father and mother, Martin and Carol.

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10. How to Get Started in Motor Sport (by Nigel Raeburn)

It is very easy to make a start, provided you are prepared to start in the smallest events and don't want to tackle the Wales Rally GB or International racing straight away!! Your Knutsford membership card entitles you to enter 'Clubmans' status events open to our members with no further paperwork or need for a Competition Licence. To drive, as opposed to navigate or passenger) you do need a normal driving licence as well and, for events on the public road, you need to make certain that your insurance is valid. (The MSA operates a special scheme to provide the minimum legal insurance needed if your own insurance company is uncooperative). The MSA (Motor Sports Association) is the governing body for motor sport in the UK – formerly called the RAC Motor Sport Division, then RACMSA.

Clubmans events in the KDMC calendar, include the scatter events and our grass autotests and autosolos. Your next step up the ladder is to get a Clubmans Competition Licence, which allows you to take part in National B events run by other clubs to which KDMC is invited. Quite a few trials, autotests and autosolos these days include a Clubman event alongside the "bigger" national event specifically to cater for those who do not have a Competition Licence. A recent introduction is the possibility of "promotional" events for which no competition licence is required.

So, as you see, a Competition Licence is not vital but there is a good reason to get the lowest grade, and that's because it is a bargain! For £25.00 you get a Clubman Licence AND the MSA Yearbook (Blue Book), which itself is valued at £28.00, and a subscription to the greatly improved MSA magazine, Motorsports Now.

The next grade of licence is National (B) Licence, classified either race or non-race, needed to drive on National (B) rallies. This will also serve for National (B) hillclimbs and sprints. There are then National (A) and International Licences, but these must be gained by competing at the lower levels first.

Full details from the Motor Sports Association Ltd, Riverside Park, Colnbrook, Slough, SL3 0HG (msauk.org). This explanation is simplified a bit – the MSA will provide the definitive rules. The Blue Book mentioned above, is well worth getting as it is some 400 pages of rules and regulations, technical requirements, association addresses, etc. and to compete at all seriously, you should have a copy for reference.

Individual events are publicised by the organisers issuing "Supplementary Regulations" which include an entry form for you to fill in and send off with your entry fee. The Regulations give necessary information about date, place and time of the event, also details of the penalty systems to be used and other important bits of information. Regulations are generally available on the club website and, for other clubs, via the ANWCC website (ANWCC.org).

I have tried to include all you need to know to get started, but if you are still unsure, then ask your fellow Club members on a Monday night, or ring up a Committee member – they will be pleased to help. Age need not be a barrier – you can navigate at the age of 12 and drive in production car autotests at 14, full details in the Blue Book.

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Minimum Ages

	Driver	Navigator/Passenger
Road and Navigational Rally	17	12 (rear passenger 2)
Stage Rally	17	16 (14 on single venue)
Junior Rally Championship Only	14	14
Car Trial	14	12 (limitation on passenger if young driver)
Autotest	16	N/A
Production Car Autotest	14	12 (limitation on passenger if young driver)
Autosolo	16	N/A
Springs and Hillclimbs	16	

For more details see the Blue Book. In general, where a driver does not hold a full RTA Licence, then the passenger must hold a full RTA Licence. Any driver on a rally using the public road must hold a full RTA Licence.

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11. Scatters – What are they? (By Mike Tindale)

They are NOT rallies – they are properly called Navigational Scatter Events, just about the simplest form of introduction to using maps and timing, the basis of the majority of rally type competition.

Who can enter? Anyone with a club membership card.

What do you need? A reliable car, a sports car is not necessary; I use the family four door and previous events have been won using a 1000cc hatchback of indeterminate age. Because all scatters have been held in the dark, decent lights are important, but added lights are now banned on KDMC scatters.

A good pair of shoes is important as the majority of clues will be down country lanes or in other out of the way places, and there is inevitably a big puddle or worse where you stop. A good torch is essential as most clues will mean you having to get out of the car.

A 2B (or some prefer 4B for current maps) a relatively soft pencil, marks the maps with a nice dark line and rubs out fairly easily so that you can re-use your maps. HB and the like are only a mild grey and cannot be seen easily in torch light. An eraser is useful for those mis-plots.

A watch – there is only an overall time for the event, usually 2 or 2¼ or 2½ hours, but it is very important to hand your answers in with your time. I would stress that however few clues you have collected, get back within your time. You may be pleasantly surprised how well you have done.

A Romer – this little piece of plastic, which is primarily for plotting the six figure map references, and also measurements for distances, for example, how far down this lane do we go before we can expect the clue?

Maps – Ordnance Survey Landranger 1:50,000 series, around £6.99 each and generally two local ones are used.

Plotting where to go – once signed on you will receive your list of clues with their map references. The thing to do is transfer these points on to your maps. The main thing to remember is “along the corridor and up the stairs” so that on map 118 if we have 757782, look along to 75, up for 78 then along 7 and up 2. This should be the Legh Arms, Knutsford. In general, you will have about 24 points to plot of which you must not visit more than three quarters, but you rarely get to the full quantity of points. Some events have different values scores for some points, so work out your strategy carefully to maximise your potential score, but remember to be back by your nominated finish time, usually two and a quarter hours from your start time.

What do people use as clues? Very often numbers on hydrants, name signs, telephone call box numbers, etc. but most should be fairly obvious if you have navigated yourselves to the right place.

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12. Autotests (by Duncan Wild)

Autotesting requires the driver to manouv ... mannoov ... manovr ... drive his car round a set course between bollards, using a defined route, as quickly as he, or she, can. The bollards are used to create 'garages', 'gates' or tight corners and penalties (usually 5 seconds) are given for any hits, which are then added to the time taken. Failure to stop astride lines also carries penalties.

There are different classes based on engine capacity and size and type of vehicle. Most competitive cars for overall awards are Mini bases or sports cars. Lots of practice and skill is required to win, but they are, of course, great fun. The ability to control a car in a tight space can be invaluable in other branches of motorsport.

Licences are required to suit the status of the event, however your Club Card is all you need for an event just for KDMC members.

The car needs to comply with the usual non-tipping seats, a throttle spring on each throttle spindle and everything securely fastened down. A good handbrake is needed, but skilled use of this is an art form! Anyone can spin a car around but just try it without letting the car's motion stop and point it in the right direction.

Most autotests are on tarmac, usually a car park, but some are on grass which tends to be more open but very slippery. In fact, grass versions tend to be quite different from tarmac with skill to keep moving and a more forgiving (mechanically) surface.

The route is defined by a little map with sections to be negotiated in reverse shown as a dotted line. Most drivers walk the course to remember it; a wrong test gives you a maximum time, which is the fastest in your class plus 30 seconds. A tip is to talk your way through the test to a fellow competitor; it sticks in the memory better. Also stick the diagram to the dash so you can check the route if you need to. With this in mind, do not keep turning the diagram round when you walk the test.

When your turn comes, you line up your car on the line and start in your own reasonable time after the timekeeper is ready. You then complete the course as fast as possible, without hitting anything, with the finish as a stop – overshoot and you gain penalties.

The MSA introduced production car autotests in 1995 and these are for road cars and you must carry a passenger. This type of event may be the way to start, particularly for young drivers. This is one branch of the sport when you can compete at 14. Why not persuade dad to let you try your skills on a grass PCA, you're never too young to start and KDMC are keen to encourage young members. You can compete on a full autotest at 16.

So, read the MSA Blue Book, then go and enjoy yourself. One of our grass PCAs or our Grass Autotests is an ideal start, with its very friendly atmosphere – see you there!

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13. KDMC Team Autotest

Knutsford introduced a Team Autotest to the calendar in the mid 1970's. Initially clerked by Nigel Raeburn and held at Radbroke Hall, Knutsford, it was a tarmac event with three car teams from invited clubs competing for overall honours. In 1979 the event was moved to Adlington Hall as a grass autotest. The event was a great success in its five years when held in association with the North West Motor Show. Providing part of the entertainment, this was a period when the general public were able to see autotesting and large crowds were always present. The move to grass was also popular with KDMC as the event was won by us each year.

With the demise of the North West Motor Show, it was necessary to find a new venue. The grass format proved very successful and John Williamson came to the rescue, providing fields at Snape Farm. Popularity has varied, but those who have entered have always enjoyed a social day out with some keen competition.

Traditionally, the teams have been made up of a Mini, a small and a large saloon, although sometimes there has been a sports car or special. All times count to the team score making for a good club spirit. Here are the past winners:

(Originally "The Interclub Challenge Shield")

1975	Mid Cheshire MRC	1985	Stockport
1976	Potteries & Newcastle	1986	KDMC
1977	Liverpool MC	1987	KDMC
1978	KDMC	1988	KDMC
1979	KDMC	1989	KDMC
1980	KDMC	1990	KDMC
1981	No event	1991	KDMC
1982	KDMC	1992	KDMC
1983	High Moor	1993	"Closed" status event
1984	Stockport		

This event has now evolved into the Knutsford Autotest as an "individual" event.

14. Autotest Marshalling

There is little to say about this type of event since they are very straight forward. No previous experience is required, just a keen eye and alert attitude. The event is normally timed to tenths of a second, using hand held watches. Sometimes sophisticated timing equipment is used. Anyone who can accurately use a stop watch can time the cars, but remember, consistency is important to get a fair result.

Marshals are required to observe the tests. They must watch for cars hitting cones or markers and failing to cross lines correctly. In general, all cones or markers touched carry a 10 second penalty, although sometimes only 5 second penalties are applied to encourage drivers to go for the throws. Even the slightest touch should be notified to the timekeeper who records faults as well as time. Make sure you know the test yourself so that anyone carrying out a wrong test can be penalised.

Line faults need careful watching. The tyre contact area must cross lines when crossing a line is stipulated. Since various interpretations of 'astride a line' are permitted, make sure that the Chief Marshal or timekeeper give you their interpretation; if you do not understand, ask for clarification. Even if you haven't marshalled before, you will be in good company questioning what the test diagrams mean, even the competitors need points explained.

Organisers should give you a test diagram and list of competitors, just ask for these if you are not given them. Remember that anyone can marshal an autotest, so come along to an event and help while watching the action.

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15. The Knutsford Autotest (by Duncan Wild)

Traditionally, this event was held in October and the event was included in several regional championships, and has usually been the final round of the BTRDA Autotest Championship. It was a round of the RAC British National Championship until a major review in 1990 halved the number of English events in a smaller championship, however, 1993's event was once more included in the Championship. In 1994 the event was run on the same weekend as the Inter-Association Team Autotest, which was also organised by KDMC on behalf of ANWCC. Because of the anticipated large number of entries, the traditional event was split in two; the RAC and BTRDA round being at a new date in July, coinciding with the Inter-Association date, and a regional championship round in October.

Barrie Parker initiated the event and was Clerk of the Course until 1987 when I took over the reins. The event was held for many years at the Burtonwood Services, M62, until Government legislation prevented the use of these and similar venues. Our venue from 1989 to 1991 was the car park at Shell Carrington, the closest major venue to Knutsford. In 1992 the venue moved to the BNFL site at Risley, near Warrington, but, despite the great popularity of the venue, this was a one-off visit due to tyre squeal noise caused by the surfaces of the car parks. In 1993 we moved to Vauxhall Motors at Ellesmere Port and this was a regular venue.

1990 saw a very popular event with a full entry of 50, with competitors from as far as Cornwall, Kent, Northumberland and Scotland tackling BTRDA, Welsh, North West, Northern and Knutsford Championships. This was followed by another full entry in both 1991 and 1992, with drivers coming down from East Ayrshire. In 1993 the event was invited into the RAC British Championship as recognition of its popularity and high level of organisation.

1994 was a record year, 59 entries, and at the end of the year, the BTRDA Best Event award. This event benefitted by following the Inter-Association Team Autotest run by KDMC on behalf of the ANWCC the previous day. The event attracted the best autotesters from both sides of the Irish Sea and, not surprisingly, the FTD went to an Irishman. Once again in 1995, the overall winner came over from Eire.

Our move to Demon Tweeks has been very popular, and in 2000 the competitors voted it the best event in the Demon Tweeks Direct BTRDA Championship.

Previous winners:

1981	Richard Squire	1999	Peter Grimes
1982	Richard Squire	2000	Peter Grimes
1983	John Underwood	2001	David Mosey
1984	David Haigh	2002	David Mosey
1985	James Gillan	2003	David Mosey
1986	David Haigh	2004	David Mosey
1987	Glen Simpson	2005	Gavin Dickson
1988	Glen Simpson	2006	Stephen Wild
1989	Richard Squire	2007	Duncan Wild
1990	David Haigh	2008	Stephen Morton
1991	David Haigh	2009	Duncan Wild
1992	David Haigh	2010	Stephen Morton
1993	David Haigh	2011	Dave Evans

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1994	Eamonn Byrne	2012	Chris Chapman
1995	Peter Grimes	2013	Paul Fobisher
1996	Peter Grimes	2014	Paul Fobisher
1997	Peter Grimes		
1998	Peter Grimes		

In 2002 our premier autotest was renamed in memory of Tim Sargeant, our most successful autotester, who won the BTRDA Gold Star Championship. The overall trophy was donated by Bob Barker and is the steering wheel from Tim's championship winning Dutton. This event was voted BTRDA Best Autotest in 2003, 2004, 2006 and 2009.

The Knutsford Autotest has continued at a new venue, Booth's Hall in Knutsford, and has reverted to a traditional October date.

Tim Sargeant Memorial Autotest Winners:

2002	Malcolm Livingston
2003	David Mosey
2004	Paul Swift
2005	Paul Swift
2006	David Mosey
2007	Ken Irwin
2008	Alastair Moffatt
2009	Alastair Moffatt
2010	Richard Pinkney
2011	Stephen Ferguson
2012	Stephen Ferguson
2013	Richard Pinkney
2014	Paul Fobisher

16. Production Car Trials (now called Car Trials)

Production Car Trials, known as PCTs, are one of the cheapest forms of motor sport to compete in and can be undertaken reasonably successfully in a standard road car. The aim is to drive to the top of an uphill course, between two sets of marker posts, without stopping or hitting the posts. Each course, or hill, is divided into 12 sections and marks are awarded for how far up the hill the driver gets before the car stops moving forwards. Marks range from zero for driving all the way to the top (known as a 'clean'), through to 12, which is the maximum score for any one hill. There is no timing involved, a driver can take as long as he or she wants to complete the hill as long as the car keeps moving forward at all times. Marking is based on the position achieved by the centre of the highest front wheel and is judged by a marshal, who often runs up the hill alongside the car. A day's competition normally takes place over 32 hills and the aim is get the lowest total marks possible. All hills count towards the end result and the winner of each class is the driver with the lowest marks. To determine the overall result, an index of performance is applied, based on performance against the other drivers in the same class. That, in essence, is a PCT and, to coin a phrase, "they are simple to do, but difficult to do well!" Ask the competitors who have been taking part for years and are still learning about the delicate balancing act between throttle and tyre grip. The driver can be as young as 16, but in this case, the passenger must hold a full licence.

As the name suggests, PCTs are aimed at production cars so you can take part in an absolutely standard road car, although the addition of a sump guard is recommended, as some of the venues can be quite rough. The car needs to be roadworthy and meet some very basic safety requirements, such as the seats and battery need to be firmly secured, and will be scrutineered at the start of the event. Some modifications are permitted, but you need to read the Blue Book for more detail on these. There are usually four classes in an event, which are defined based on the position of the engine, front or rear, the driven wheels, front or rear, and whether the car is/is not carrying secured ballast. Talking of ballast, each car is required to carry a front seat passenger over the age of 12, who assists in getting the car up the hill by a combination of bouncing in their seat (hence they are known as "bouncers"), and leaning over the driven wheels in the manner of a sidecar passenger. Often the top crews have been working together for years, but it is usually quite easy to pick up a bouncer at the event if you don't already know anybody who wants to do this. The driver will normally require a competition licence (Clubman or above), whilst the bouncer does not, but must be a member of an invited club. There is no requirement for specialist clothing or a helmet, jeans and T-shirt are fine.

Tyres and tyre pressure play a key role in the world of PCTs. As the hills are on grass, which is often wet, particularly in the morning, an open 'knobbly' pattern tyre is best for getting most grip. If it has square shoulders then that is even better. However, the Blue Book specifically excludes 'mud and snow' and general off road type tyres. Regarding tyre pressures, the ideal is to get them as low as possible, again for maximum grip, although there are prescribed limits depending on which class you are running in and the size of the car engine. Whatever you do, remember to take your tyre pressure gauge and pump with you.

Venues are normally a field belonging to a friendly farmer and range from smooth through to very rocky. The ANWCC Championship takes in rounds as far afield as Anglesey and North Wales, Yorkshire and the Midlands.

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Entry fees are in the region of £25 per event for a full day of competition. Other than getting your licence, club membership (KDMC of course!) and petrol, that is the only expense necessary. I hope this has whetted your appetite and I look forward to seeing you stuck up a hillside somewhere soon!

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17. PCT Marshalling

Marshalling on PCTs is very important; it is the only motor sport event where the result is determined purely by the marshals' decisions. The requirements are, as on all events, to enforce the rules in an unbiased manner, being friendly and efficient in your work, while enjoying your day's sport as much as the competitors.

The marshal has the job of defining how far each competitor has climbed a hill. The distance is defined by the furthest forward front wheel when the car stops, or the first marker is touched. No particular skill is required and anyone can carry out the job. You must be prepared to concentrate and watch all of the climb, particularly if there are few marshals on the hill.

Things to watch out for are:

- i) At the start, competitors must be stationary. When you have given them the o.k. they start in their own time. Cars can start on an angle with only the leading wheel on the line.
- ii) Watch as cars start that they don't touch the first markers; this is easily done and equally easily missed. If the car moves forward he has started the section.
- iii) During the climb, watch out for cars touching a marker pole with any part, even wing mirrors. They should also stay within the course, i.e. all four wheels must not go outside a straight line drawn between two consecutive markers.
- iv) The end of the climb is defined as the point at which forward motion of the car is terminated. This is best determined by watching the non-driving wheels. If they stop turning the climb is at an end, even if the car starts moving again.
- v) If a car touches a marker, then that is the penalty given. If the car doesn't touch a marker then the penalty given is the next marker up the course, not the last one passed. The further forward point is the point of contact of the leading front wheel on the ground.

Marshalling on a PCT is a good way to keep fit. If competitors have a wide range of abilities, it may be necessary to sprint up and down the hill with each car. Anyone who has done this up the side of Afonwen will know exactly what I mean.

Remember the golden rules when marshalling. Anticipate the worst weather and go prepared to spend a day out of doors. This is one event where you cannot sit it out all day in the car.

If you would like more information, contact any regular PCT exponent in the Club, or look at the MSA Blue Book for a full explanation of tackling trials sections.

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18. Marshals' Championship (by Les Sharp)

In addition to, and in line with, the various competition championships, the Club promotes a Marshals' Championship. The rounds of this championship consist of all the Club's own events, plus events of clubs who have provided help on our premier event, the Plains Rally.

What is a marshal?

A marshal is usually a motor sport enthusiast who lacks the finance and/or ability to compete but who is nevertheless dedicated to the sport.

A marshal can come from all walks of life, and does, to discover a common bond between all marshals.

A marshal has a degree of insanity in his make-up. This is essential to enable him to stand about from dawn to dusk, probably in atrocious conditions, in pursuance of his duty.

A marshal is not a spectator, but a spectator can, and quite often does, become a marshal. On becoming a marshal, spectating ceases, for, as a marshal, this would be an extremely dangerous occupation. A marshal appreciates that, like himself, other marshals are also volunteers and that motor racing/rallying is a sport. With this in mind, the approach to competitors, other marshals and the general public, is courteous at all times.

A marshal must, at time, have the patience of Job and the wisdom of Solomon to efficiently carry out his duties, remembering that others may not be as knowledgeable about the sport.

A marshal realises that a clear head is necessary at all times whilst on duty. He therefore does not take alcohol during a meeting to an extent which may impair his activities.

A marshal quickly learns that warm clothing and stout footwear are an essential part of his equipment and that such equipment is never left behind, no matter what the weather forecast.

A marshal, having volunteered for duty, reports early appreciating that he is an important member of a team, whatever the duty. Having signed on, he is at his post ready for action before the required time.

A marshal does not go on duty with any doubts as to the extent of his duties, always asking his chief before going to his post if any doubts exist in his mind.

A marshal applies himself completely to his duties during a meeting. Again, appreciating his responsibility to the team and realising the dangers involved, he keeps an eye on approaching cars at all times, unless – and only unless – covered in this respect by another marshal.

A marshal must be cool, quick thinking and efficient at his job when an incident occurs in his area, realising that his lack of application throws an additional burden on the other members of his team.

A marshal does not comment to the Press or public about any incident that occurs, appreciating that there are officials specifically designated for this purpose.

A marshal never knows it all and, in consequence, is ever seeking to improve efficiency, at the same time helping less informed marshals to the same end.

A marshal, as you will realise having read the above, is not an ordinary person, but you aren't – are you?

Most tasks aren't too difficult. There are quite a few very experienced people who will be only too pleased to pass on their knowledge. Why not give it a go?

19. First Aid Notes for Stage Rally Marshals (by Les Sharp)

Marshals that are assigned to a particular junction with a stage are required to do a little more than watch the trees go by. You are the first line of attack as far as safety is concerned. In the event of an accident, if first aid is required, you provide it. This need not be anything fancy; just as the name implies, it has to be first aid: the application of the right simple action to keep the competitor alive for long enough for the experts to have a chance when they get to the scene.

The basic rules for dealing with a serious "off" are:

- i. Protect: yourself and the crew.
Do: put out the red warning triangle;
Switch off the ignition – use the master switch;
Send a message to control giving the location and the nature of the problem (make use of the red SOS board).
- ii. Fire? Do: reduce fire in the cockpit only;
get the crew out quickly.
- iii. No fire? Don't move badly injured crew members.

When dealing with an injured competitor, a few simple checks could save a life. If the airway is blocked or breathing has stopped, or there is serious bleeding, then these take PRIORITY over everything else, so:

Assess:

- (i) Is the patient conscious? (shout or gently touch). If not, remove helmet gently (if full face) remembering to support the neck, lift the chin and wipe the mouth to clear the airway.
- (ii) Is the patient breathing? Look at the chest/stomach, listen and feel). If not, start mouth-to-mouth breathing (two full inflations, then look again). Remember to support the chin and pinch the nose. Also remember to turn your head away from the patient when you take a fresh breath and always breathe at the normal rate. If you have a standard basic first aid kit (see GSR Appendix 'S') use the resuscitation aid therein.
- (iii) Is there serious bleeding? If so, apply direct pressure with your hand, using a clean handkerchief or sterile pad, elevate the injured part if possible. Do not elevate broken limbs. **NEVER USE A TOURNIQUET!** Try and note the type of bleeding. There are two types of external bleeding that need concern you, bleeding from a vein and bleeding from an artery. The difference being that the former runs and the latter squirts because it's connected to a pump called the heart!

Internal bleeding is very difficult to diagnose. If you suspect such bleeding, look for bruising, signs of weakness and deep shock and get help quickly.

Other Injuries

- (iv) Burns: do remove the patient from the flames and smother the flames, use a blanket, jacket, or, if available, a foam fire extinguisher (water based AFF not protein foam because protein foam is acidic), the latter has a cooling effect and helps breathing. Cool burnt areas with lots of water and get the patient to a hospital P.D.Q.

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NEVER pull off adherent clothing, touch burnt areas or apply ointments or dressings. (The former can cause very severe burns due to the 'cooking' effect and both will be very painful when the nurse in casualty starts to scrape them from the burnt area before starting her own treatment).

- (v) Head: do check that the patient is fully conscious and that they are breathing at all times. Place an unconscious patient in the recovery position and maintain an open airway. Make sure that the patient is seen by a doctor (even if he insists that he is o.k.) or is removed to hospital immediately and do not leave the patient until this has been done.
- (vi) Spine: do check for pain in the neck or back and weakness, tingling or numbness in any limb(s). **DO NOT ROTATE OR BEND THE PATIENT FORWARD!!**
- (vii) Limbs: do check for severe pain, tenderness, reduced movement or deformity. Immobilise the limb with a makeshift splint, newspaper, other limb or length of brushwood.
- (viii) Chest: do apply a firm pad over an open chest wound. Check breathing and airway. If the wound has damaged a lung (you can hear hissing air) position the casualty so that his good lung is uppermost.

O.K. this appears to be a lot to remember and there are many things that you can do little about. However, the more information the medical services can be provided with, the better. The patient stands a much better chance of survival if the marshals and doctors work hand in hand to complement each other's specialist skills and knowledge.

So, on a special stage, is there any way that you can assess without seeing what injuries may have been sustained? Yes – competitors' injuries can be attributed to two main causes:

- (i) Deceleration injuries – those caused by stopping with a DUFFF! sorry, against some immovable object, tree, log pile, etc. These are often the most severe and can affect the brain, spinal cord and, less often, heart, lungs and abdominal viscera.
- (ii) Direct contact injuries – those caused by the body or part of the body making contact with something inside or outside the car, e.g. during a barrel or end-over-end roll. These may affect the head but, more commonly, the chest, abdomen and limbs.

So remember: injuries are caused either as a result of deceleration, i.e. injuries from stopping with force against some immovable object, or by direct contact with something inside or outside the car. By assessing the nature of the accident you can make a quicker diagnosis of any injuries.

If a car rolls, consider all of the above before you roll it back on to its wheels, that could be the worst action you could take. A dead driver can't thank you!! If in doubt, leave the car on its roof with the crew strapped in and wait for skilled help to arrive.

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20. Stage Rallying (by Dave Bird and Duncan Wild)

This is a bit of an awkward subject to cover because there are many aspects to it. Marshalling is covered elsewhere, so all I am going to do is get a few of you thinking.

Car

Since this is aimed at people who are not yet participating in stage rallies, we shall start with the basics. Contrary to popular belief, stage rallying need not cost an awful amount of money. There are now many 'multi-use venue' events on both loose surface and tarmac roads. On the premise "in order to win, you must first finish", then reliability is a must and is the first thing to consider. Regulations state that a roll cage must be fitted, bulkheads must be fireproofed (aluminium, pop rivets and glass fibre, along with some care and attention) and you need to fit full harness belts (which must be worn). Plumbed in and hand held fire extinguishers are also required.

The first stage is to make sure the car is fully roadworthy and presentable and will get you through scrutineering. Other necessities are a laminated screen and an external throttle spring acting directly on each throttle spindle. You will have to obtain an MSA Log Book for the car. Details of all requirements and who to contact are in the Blue Book. With all this you could enter a tarmac stage rally and thoroughly enjoy yourself. Fit a sump guard, perhaps some second hand knobblies and you can enjoy a loose surface event.

If you want to start preparing the car, then I think the order is as follows (this assumes the car is reliable as standard – if not, make it reliable first): Get the car going round corners better, consult experts for the particular car. Usual methods involve better shock absorbers, better spring rates and harder brushes to give you more feel and positive handling. Along with this, you can also learn to drive the car – you can't do this if faults in the basic car keep letting you down – always spend money if necessary to make it reliable before making it faster.

Once it is handling right, you must start preparing it towards making it faster (the last step), so first make it stop. You don't have to do anything radical yet, again ask some experts, but harder pads and linings, along with a servo, is a common course of action. If you don't already have dual circuit brakes, you may feel this adds safety (and can keep you going to service) or go the full hog and fit a twin cylinder system that is adjustable. Next comes more power – there are so many ways to go that it is pointless saying much here. By this time you should be getting a lot of your own knowledge and ideas – and getting them quick!!

Two major areas not yet covered are electrics and body shell. In time, or sooner if you are doing rough events, the body shell will show signs of trouble. The shell wants to be rot free to begin with, but additional strength needs to be added if you are to do a lot of events. Plating kits are available for most common cars which solve your problems, since they also tell you where the weak points are. Otherwise, ask for advice from the experts as to where to strengthen the car.

As for electrics, KEEP IT SIMPLE if you want it reliable. Assuming you have a good standard loom, leave it unless you are preparing the car fully and spending some money. If you are fitting extra lamps, then wire these neatly and separately from the main loom and you probably need a bigger alternator. There is no real need to go adding extras if you are keeping the car simple, you will only invite trouble. To make sure the alternator lasts, INSIST on only original parts, i.e. genuine Lucas, and rewire the alternator directly on to the battery cable, or battery if mounted close by, using the correct cable.

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As always, READ THE BLUE BOOK CAREFULLY, there are many regulations to digest.

Driver

Licences are required according to the event's status, as with all forms of the sport. Insurance is available through the organising club for the road sections.

No, I am not going to tell you how to drive a car, but think about the following points:

- i) you want to finish;
- ii) you learn little by not trying a bit(!);
- iii) you are there to enjoy yourself, ignore people who put you down if you are not quick.

How to Enter

Get yourself a copy of the Regulations, the Club's Competition Secretary can advise here, and read them. Fill in the entry form and send it off. Ensure you have the right paperwork. You need a warning triangle and an OK board in the car, but also take a tow rope, one or two simple tools (why take a fan belt if you can't change it?), and make sure **everything** is well strapped down – a plastic triangle hitting you at 60 mph will do more damage than the brick wall that you just ran into.

The main messages here are to keep it simple, reliable and enjoy yourself. If you are going to go out and have a car built from scratch, you must already know all about stage rallies, so this is intended to help newcomers who are thinking about "having a go".

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21. Stage Rally Marshalling (by Duncan Wild)

The marshalling on these events falls into three main areas: timekeeping, safety for competitors and spectator control. Marshals are essential to stage rallies and, therefore, everyone who volunteers is welcomed by organisers. The event can't run without you.

Timekeepers have to check the times of cars, generally to one second. They are at the start and finish of each stage. Anyone interested in stage timekeeping should approach stage organisers and ask to work with experienced people to gain experience before going it alone. KDMC work with young and inexperienced marshals to give them the necessary opportunities to learn. The Club Chief Marshal will help you in this.

Safety for competitors is a very wide subject. The main thing for marshals to do is to get to an accident and avoid the accident getting worse by warning oncoming cars and isolating the battery. In absolute emergencies, send for help. Remember not to move injured people unless you know what you are doing.

Spectator control is a difficult job but even more important. However, if you are faced with the job, use a whistle to warn of oncoming cars, keep ahead of trouble by keeping people away from dangerous areas – remember, it is easier to move one person than a group.

The marshal should always keep a watch for arrows and other signs being moved or knocked down. You should also be seen to be doing your job, so no smoking, no taking photographs and no standing in silly places. If you want to relax, then remove your tabard, etc. and join the crowd, but make sure you have someone else to cover for you.

If you go marshalling, remember to go prepared. The day can be long since the Stage Commander will ask you sign on about 2 hours before Car 1 is due. This is to allow him time to set everything up before the Course Car arrives. You are likely to be in the stage until half to one hour after the due time for the last car, and possibly longer. You should therefore take warm clothes, drinks and food. Remember that it may go dark, so take a torch and also consider spare petrol if you are off the beaten track and may not be on the road before garages close. You should take a claw hammer or pair of pliers to help remove arrows or signs when you tidy up at the end of the day. Also remember, some paper and a pencil to send messages or record incidents.

Further details of stage organisation can be found in the MSA Yearbook.

One final point to remember is that events do differ, so watch out for special requests on how to run things. Also please stay at your post until the Stage Commander tells you that the event is over, remember Tail End Charlie may be on his maximum lateness, or may have been delayed and he is equally entitled to a run at the stage. If the stage isn't ready to run for everyone, then it would be cancelled for all.

Have a good time if you turn out, remember stage marshalling can be fun and entertaining and with current rally car speeds, a lot of manpower on stages, for all levels of events, is essential.

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22. Introduction to Road Rallying (by Chris Robinson)

Rallying, and motorsport in general, can be a costly business and road rallying offers probably the best value 'pound for pound' for anyone wanting to get into the sport. It differs from stage rallying in the respect that the bulk of road events are run over public roads at an average speed of 30 mph (to meet legal requirements) and can be entered in anything from a 'bog standard' road car, to a fully prepared rally car adhering to certain limitations and scrutineering requirements. Road Rallying falls into two broad categories – daytime events, like the Tour of Cheshire, and night events.

A night road rally usually starts on a Saturday night from 11pm onwards, and finishes by first light Sunday morning, being safer in darkness. Distance covered can be anything between 90 and 200 miles, normally around 140 miles. Obviously, 30mph sounds like a speed that anyone can keep up with (even your Aunt Ethel in her Morris Minor en route to the Bingo!), however, this is not so in a road rally! Organisers over the years have become extremely canny at making it hard, or impossible, to avoid dropping time. Routes normally contain a maze of narrow lanes, often with variable road surfaces and in sparsely populated countryside, over mountains, through farms, fords, forests and anything they can throw at you to make it as challenging as possible. Combined with numerous manned and unmanned controls en route that you have to stop at, and having to keep yourself on the right route, this makes it demanding for even the most competent of competitors. All residents along the route are informed of the rally, and each event is governed by the MSA, in accordance with the Blue Book Regulations.

A 'crew' consists of a driver and a navigator who both have different roles, but have to (most importantly) work as a team. Ordnance Survey 1:50,000 Landranger Maps are normally used and route details are issued, either in their entirety at your start time ('pre-plot'), with time to plot the whole route before the first competitive section, or at various points along the route ('plot and bash'). Navigation is defined by either map references relating to the OS grid or a combination of map references and other forms such as 'tulips' – a series of directional diagrams; 'spot heights' – following spot heights in a specific order on the map; 'gridlines' – crossing gridlines in a particular order; and 'herringbones' – a diagram with one horizontal line and several vertical lines on each side representing road junctions. A road rally contains a number of sections which make up the event mileage. Different types of section are 'standard' – competitive, 'neutral' – non-competitive, designed to take you through PR sensitive areas/villages, etc. (driven slowly and quietly), 'regularity' – requires you to keep as close as possible to the time allowed for a specific speed, 'transport' – normally used to take you from one part of the rally to the next competitive section. You are given a certain amount of time to complete each section, adhering to the correct route and time schedule, and incur penalties, either in the form of 'fails', or time (minutes, or timed to second). Each car has its times and 'route checks' logged on timecards, which are signed/filled in appropriately by the marshal at each control. The crew with the least fails, then time penalties, is the winner.

Road rallying in Great Britain tends to differ slightly in the style of event depending on the region you are rallying. The southern counties and Scotland are well known for being highly navigational, whereas the events on the east side of England normally combine a balance of plot and bash navigation to keep the average speeds down, as many of the roads are fairly straight and 'fast', and also sections off road on private land – 'whites', often quite rough', with easier navigation. Wales and the bordering counties contain much classic road rally territory owing to the geography and superb lanes available, and the popularity in many parts is huge. Cars tend to be generally more prepared and spectators have been known to turn out in their thousands!

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Nearly all Welsh road events are 'pre-plot' style, making the emphasis more on road reading and driving ability, thus attracting full entries most of the time.

Basic equipment needed for the navigator is maps, map board, pencils, rubber, stop watch, 'romer' and 'poti' magnifier lamp (see Don Barrow Navigation Equipment). For the driver it is imperative that the car is safe, and it is highly advisable to fit harness seatbelts, decent tyres and brakes, sump guard and roll cage, if possible. Reliability is even more important than speed as you win no prizes for not finishing, and might end up spending half the night stranded in a wet field surrounded by sheep! An MSA licence of National B category is normally required, though some 'closed to club' events will require a Clubmans/no MSA licence. Before you go on a road rally, make sure you know the rules as well as possible and have thoroughly read the regulations, 'regs', for that event. Entry fees vary from event to event, though are normally around £60.00, including breakfast, plus per event insurance premium, normally £16.00, if your own insurance does not cover you for rallies, representing great value for the competitor. There is, however, no real substitute for experience, and the best thing to do is get out there and have a go without expecting too much in your first rally or two (first rule of road rallying: KEEP ON GOING! whatever mistakes you might make during an event). It is also a good idea, if possible, for anyone wishing to become a driver, to navigate a couple of road events first; this will give an invaluable insight into what it's all about.

Even if you intend to take up stage rallying, road rallying is the perfect platform on which to gain experience and learn your craft, as you will inevitably make mistakes in your early days, which could be costly on a National 'A' forest event, for example! In fact, many rallying heroes started out in road rallying, including Gwyndaf Evans, Tony Pond, Richard Burns, Phil Mills, and the KDMC membership includes some of the greats from the Motor New Championship days of the 60s and 70s, such as Don Barrow and Nigel Raeburn, who I'm sure will offer anyone invaluable advice at Club nights. Road rallies form part of the KDMC Club Championship, and several current members actively compete in Regional Championships, which cater for all levels of competitor from Novice to Expert. Club Scatters and 12 Car Rallies are also the perfect place to gain basic navigational experience and familiarise yourselves as a crew.

23. Historic Rallying (by Nigel Raeburn)

A growth area in recent years is historic rallying – essentially rallying as it used to be for pre-1968 era cars (i.e. pre-Escorts) – although post-historics (post-68 and pre-74) have their own classes and events these days. Both older hands reliving their youth, and younger ones finding it a relatively cheap and definitely friendly form of motor sport will be found among the competitors. Several KDMC members are thoroughly enjoying the relaxed and sociable atmosphere on these events, but some of the events are pretty tough, not this nine-to-five rallying of today's World Rally Championship!

There are many types of event starting with navigational, daylight road rallies with 'special tests' – a cross between a short special stage and an autotest. Sometimes the navigation can be quite devious and difficult on the road sections. Our 'Tour of Cheshire' falls into this category, although we are keeping the navigation fairly straightforward. Some larger events are really 2 day events with regularity sections in day time, and a good old road rally at night, again with special tests. Many of these are revivals of Motoring News road rallies from the sixties and seventies, such as the Targa Rusticana, Illuminations and Bristowe. Then there are special stage events, both tarmac and forest with rapidly growing entry lists, and for the dedicated, with time available, there are the long distance events abroad like the Marathons, the multiple retro-Montes and the Targa Espana, as well as the popular UK events Le Jog (Land's End to John O'Groats), or the Rally of the Tests.

What sort of cars do well in these events? Well, almost anything, but Minis do well, as do MGAs, MGBs and Volvos (Amazons and PV544s). There is room for almost anything though – from cars of the 1930s through to beautiful works replicas, or even genuine ex-works cars, such as Healey 3000s. A lot of fun can be had in a quite 'ordinary' car like an Austin A40 or Morris Minor.

There is a specialist club serving this branch of the sport – the Historic Rally Car Register (HRCR) – which is worth joining if you wish to take this up. KDMC has a close relationship with the North West Area of the HRCR, with quite a few who are members of both. There is also HERO (Historic Endurance Rally Organisation) and the CRA (Classic Rally Association) catering for the longer events.

Another growing branch of historic rallying is the non-competitive 'touring assembly' – a major example being the Norwich Union (then AXA) Classic, but closer to home we had the KDMC Ruby Run in 1996, now called the Cranford Tour – open to all ages of cars – which proved very popular. Other events of this type are the Coast to Coast Classic (Blackpool to Scarborough), run by Lancashire AC and the Don Barrow tour in the Peak District (Don being a KDMC member of great distinction, having probably navigated to more rally wins than anyone else, ever!!). The HRCR Gloucester Area run an excellent Cotswold Economy Run which adds another slant, having to estimate your fuel consumption as accurately as possible.

Just emerging is a new sort of rallying for fairly standard 1400cc modern cars – 'Enduro Rallies' – taking some elements of historic road rallies, setting faster speeds for the tests and using as challenging a route as possible with classic rallying roads. It may appeal to those with road rallying backgrounds, or stage rallying, or historic rallying. It will be interesting to see how it develops.

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24. Tour of Cheshire (by Nigel Raeburn)

This is our historic daylight road rally which first ran in 2004. The format is about 12 'Special Tests' on private land, and about 6 or 8 Regularity Sections on the public roads joined up by relaxed Transport Sections. Total mileage is about 140, mainly within the county of Cheshire.

Graham Maxwell was the event's originator and he was Clerk of the Course in 2004, with Nigel Raeburn taking over from 2005. Nigel has had responsibility for the road sections and Shon Gosling (Assistant CofC) for the Special Tests. In 2009 Mike Harrison took over as Clerk of the Course, and Duncan Wild took over responsibility for the Tests.

From its outset, we have tried to make the event more than just a good rally, but a real 'occasion' with scenic venues and route, good quality food at lunch and the finish, coffee and tea (or even ice cream!) stops, and a sense of history created by the presence of many rally stars of old who come along to marshal, present awards, etc. Alan Jolley has done a great job persuading so many old timers to come along and we have had awards presented by Roy Fidler, Russell Brookes, Tony Fall, Stuart Turner and Wizzo Williams, as well as 'cabaret' spots by Tony Mason and Stuart Turner while waiting for the results to be finalised.

The event is now an established round of the HRCR (Historic Rally Car Register) Clubman Rally Championship and the ANWCC Historic Road Rally Championship, which has assured us of a good entry in both quality and quantity with competitors coming from all corners of the country. The cars have to be pre-1974 (or now with the new category 3 pre-1981) which means they are mostly sports cars like MGAs, MGBs, Austin Healeys, Spridgets, TRs, etc. or Minis, Mk1 Escorts, Cortinas, Rapiers, etc. which make a fine sight when all are gathered at the start or finish. We have managed to get close to a full field of 60 in 2004 and 75 since 2005.

Our Test venues have included some famous Cheshire locations (Capesthorne Hall, Tatton Park, Jodrell Bank, Oulton Park, Cholmondeley Castle, etc.) and some less notable like Middlewich Sewage Works! We have a good relationship with Bolesworth Castle Estate near Tattenhall who have provided us with a number of good Test venues. We have used a number of locations for Rally HQ over the years starting at Radbroke Hall in 2004, Cranage Hall, a conference centre near Holmes Chapel from 2005 to 2008, Wild Boar Hotel at Beeston from 2009 to 2013, and since 2014 The Bickerton Poacher, Bickley, which proved an excellent location with just the facilities we need.

We are very grateful to the varied array of sponsors who have helped the event, either financially or materially, the finances of such an event are a delicate balancing act. We need around 200 marshals to run it efficiently and are grateful to our own members and those of other (mostly local) clubs who make this possible. A key feature of our event has been our link with the North West Air Ambulance charity and we have raised in excess of £20,000 for their much needed funds.

Clerks of the Course:

2004	Graham Maxwell
2005 – 2008	Nigel Raeburn
2009 – present	Mike Harrison

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Previous Winners:

2004	Adam Wiseberg/Cath Woodman	Porsche 911
2005	Nick Payne/Anthony Preston	Ford Cortina GT
2006	Jim Deacon/Dave Wilson	Ford Escort RS2000
2007	Paul Hernaman/Ray Crowther	Porsche 911
2008	Bob Taylor/Jeanne Taylor	Austin Mini
2009	Neil Dowie/David Taylor	Triumph GT6
2010	Howard Warren/Cath Woodman	Porsche 911
2011	Howard Warren/Cath Woodman	Porsche 911
2012	John Ruddock/David Taylor	Ford Escort
2013	Matt Warren/Cath Woodman	Ford Escort
2014	Andrew Mallagh/Paul Harley	Porsche 911
2015	Matt Warren/Guy Woodcock	Ford Escort

Clubmans Event

2004	No Clubmans event	
2005	Mike Tomlin/Peter Ward	Alvis TL 12/60
2006	Dr Peter Opie/James Opie	Triumph TR3A
2007	No Clubmans event	
2008	No Clubmans event	
2009	No Clubmans event	
2010	No Clubmans event	
2011	No Clubmans event	
2012	No Clubmans event	
2013	No Clubmans event	
2014	No Clubmans event	
2015	No Clubmans event	

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25. Autosolo (by Duncan Wild)

This is a relatively new branch of motor sport. It came from America, but unlike in the USA, our tests are slower. It was decided in this country to run the events under an adaptation of the autotest rules. This would keep the speeds down and, therefore, avoid the need for helmets and fireproof overalls. Early events were run at Clubmans level and many still run at this level, where you do not require a competition licence; a club membership card is all that you need. With growing popularity, there are now championships at regional (ANWCC) and National (BTRDA) level where a licence (minimum Clubman) is required. Read the regulations carefully to ensure that you meet their requirements. These events are a good introduction to other forms of motor sport; if you want to go quicker, then sprints or hill climbs might be for you. Alternatively, if you like autotests and want to concentrate on them, you could prepare a more specialist car.

The Cars

Autosolos are for road going cars which must be driven to the event and, therefore, are fully road legal. No special requirements are necessary. In fact, at a recent KDMC event, the first three were a VW Golf GTi, a 1.0 litre Nissan Micra and a Lotus Elise. This type of event is designed to encourage new competitors and the daily transport can be very competitive. The only preparation is to remove all the loose items from the car. Reduce weight as far as possible by removing the spare wheel etc. You will probably benefit from increasing the tyre pressures by a few psi to make the handling a bit sharper. The main wear and tear on the car is the tyres, don't forget to check your tread after the event. If it is an abrasive surface, you may find that your tyres are illegal for the drive home. With front wheel drive cars, it may pay to have two spares available.

The Tests

These are all forward and last for about a minute. You have several runs at a test and, in many cases, discard your slowest time. Usually a test is laid out at a time and, if designed correctly, a second car can start a test before the preceding car has completed the test. This keeps the test running well. The rules dictate that the turns must not be too tight, eliminating the need for hand brake turns. While the tests are fairly long, you must have time to walk the route and the organisers identify the route with numbered or lettered cones. All tests take place on a hard surface. The winner is the fastest over each test. Penalties are added for hitting cones.

Marshals

As with all autotests, marshals are required to time the cars. A novel idea employed on many events is to use the competitors as marshals on a rotation basis. This reduces the need for a big organising team.

New Year Autosolo

2005 Lee Matthews
2006 Simon Harris
2007 Jamie Yapp
2008 Jamie Yapp
2009 Duncan Stephens
2010 Stuart Perren
2011 Mike Sones
2012 Chris Kettle
2013 David Robinson
2014 Roger Holder

Knutsford Autosolo

2007 Jamie Yapp
2008 Gordon Holmes
2009 Paul Fobister
2010 Phil Marwood
2011 Stuart Perren
2012 Ben Towers
2013 Jason Smith
2014 Mike Bliss

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Amendments, Notes or Updates