



BOLTON LE MOORS

CAR CLUB

75th Anniversary

The club was founded in 1950, by the Glaister family and other likeminded individuals. It was started to provide a means for the people of Bolton and the surrounding area who were interested in motoring and motor sport to meet, compete in and organise motoring events. The aims of the club have remained unchanged since those early days and today we have a new generation of members who want to enjoy motoring and motor sport.

The clubs first meeting was on the night of Saturday 10th June 1950. David Glaister remembered the date as it was the day before his wife's birthday and the weekend before he got married. According to David 'We were all bemoaning the fact that there was no local car club and that those interested needed to go to either the Lancashire CC or Blackburn and district CC and that we ought to have something more local'. As a result of his suggestion he just got on and formed one, supported by his brother Lionel.

Other people who attended that first meeting included Bill Altham, Mick Ellis, George Smith, Denis Barker who owned the local Vauxhall garage, Vernon Pilkington who raced one of the first Jaguar XK120's, Fred Snaylam who owned a local transport business, John McCartney who owned a gentleman's outfitters, Freddy Morris who competed in a Healy 100 with Jim McManus and a Mr Ainsworth who was a local wine merchant.

The club name was devised by David Glaister coming from the old name for Bolton and the club badge was designed by his cousin Ian Glaister. The badge has the old Bolton coat of arms at its centre. The badge has recently been modified to include the year the club was founded.

Originally the club met at the King William on Chapletown Road before moving to the Jolly Crofters in Horwich and then the Railway Hotel, Bromley Cross, Bolton. Since then the club has moved to a number of venues, most notably The Beehive in Horwich and Horwich RMI Club. Since 2020, the club has re-located back to the Jolly Crofters in Horwich.

Meetings are held every Thursday evening from approx. 8pm onwards. Each week the club tries to organise some form of social event such as DVD shows, computer games, table top rallies, quizzes, treasure hunts etc. The club is a member of the Motor Sports Association as well as more local Associations including Northern Car Clubs, North West Car Clubs, West Midlands Car Clubs, East Midlands and the SD34 Motor Sport Club.

In 2012 the club won the ANWCC Inter-Club league competing against 52 clubs from the region.

Club Members are both competitors (who compete in rallies, AutoSolos and other events) and non-competitors, social members who organise or marshal on events or support those members competing on events.

Early Years

The club was formed in 1950 but the first Minutes we have are from the AGM in 1952. A new Hon Comp Sec had recently been appointed and he said his aim was to 'provide a series of fresh and more frequent events ----- ending by proposing that we hold the most successful March Rally Driving Tests once more in 1953, even if it was found necessary to change location'. It was held in Rivington and at the police headquarters in Hutton and there were 150 entries.

The Club membership at that time was reported to be 96!

We now move on to the end of 1955 and the normal committee meetings were held at The Jolly Crofters in Horwich. I will just mention some of the points raised at a selection of those meetings:-

Jan 56 That for future rallies run by the club 'Competitors may carry any number of passengers they wish, up to the normal seating capacity of that particular vehicle WITHOUT PENALTY'.

Feb 56 The rally had obviously moved by this time and there were discussions with regards to who should be invited to the Rally Banquet including the Mayor & Mayoress of Blackpool and Chief Constable of Blackpool and his wife.

Mar 56 It now becomes apparent the event had moved to Blackpool and was based at the Norbreck Hydro. The event was still referred to as the March Rally and there was a long discussion about the attitude that the RAC was taking to certain tests by classing them as speed tests.

Jul 56 'The August Rally should be changed to Driving Tests at Barton if possible and it was agreed that the Club should try to steer clear of Sunday afternoon rallies during the Summer months.'

Nov 56 The decision was made to take no further part in motor-sport. This is not quite as drastic as it sounds as it was due to petrol rationing caused by the Suez crisis.

Dec 56 Jimmy Bullough was voted onto the Committee at the AGM. He was arguably the most successful driver ever to represent the club. Jan 57 It was agreed that the club should apply for 'registration of the Bolton-le-Moors Car Club as a body recognised for the purposes of promoting motor competitions'. This must have been for the annual renewal as we have a copy of the Certificate of Registration of a Club recognised by the R.A.C. from 1954. Ironically enough the decision had already been made not to run an event in March due to the ongoing petrol crisis.

Mar 57 The decision was made to hold a 90 mile Midnight Rally in May with an entry fee of 30/- (£1.50p). I think that this would be the first night rally that the Club organised. A sub-committee was set up to look into the possibility of also holding an 'Experts' Rally.

Apr 57 At a meeting of a sub-committee it was agreed the event to be held in April the following year would be '8th Rally Driving Tests –a National Event with a maximum entry of 200 with an entry fee of £3/3/- (£3 30p). It was agreed that no passengers be carried and that drivers of open top cars should be recommended to wear 'crash-hats'.

Jun 57 The Club's Night Rally was booked for Nov 17/18 in North Wales and was included as a BTRDA qualifying event.

Nov 57 It was agreed that the Bolton Rally details should be announced at the Dinner Dance. The event was to be based in Llandudno and an Austin A35 would be presented to the winner. 'For the driving tests, it was agreed to hold a number of tests in four classes, Open/Closed, up to 1500cc/over 1500cc'. It was also agreed that the awards should be given to navigators as well as drivers. (And rightly so!).

Jan 58 The Hydro, Llandudno was accepted as suitable accommodation for Competitors and officials at the finish of the Bolton Rally. All competitors would be issued watches at the point where the Stoke and Bolton starts converged.

Limited Company

It was decided that the club should become a limited company in 1958. The club was officially registered on 7th March 1958 and held its first meeting on the 25th March the same year at the Jolly Crofters in Horwich.

According to the 'Articles of Association' the club was incorporated on the 7th March. The first directors were as follows:-

Jack Russell Brown, President;

Derek Joseph Pilling, Secretary;

Leonard Bradley, Treasurer;

Peter Lionel Glaister, Competition Secretary;

Fred Snaylam, Chairman

James Edward Bullough, Vice Chairman

James Robert Smith Loxham, Charles Leonard Kinns, John Michael McCartney, William Wrigley Turner, Joseph Harry Wright, David McCann and John Michael Wood.

Some of those names live on in the club by way of trophies that they donated.

At that time it cost 10s 0d (50p) to join the club, the annual subscription for an individual was £1 1s 0d (£1 5p) and a joint membership was £1 11s 6d (£1 71/2p).

At the first meeting a 'Social Committee' was formed consisting of Miss M J Buskell, Mrs J Snaylam and Mrs B Bullough. It wasn't until 1968 that we saw a female presence on the main committee.

There is an original club membership card from 1964 in Bolton Library archives. It was not only a club membership card it also acted as a Competition Licence. It was more of a small booklet than a card and it contained a list of the main committee members, a list of the social committee members and a list of forthcoming events. There were some surprises in the list of events, as well as the things you would expect to see there was a Riviera Carnival, Ice Skating and a Swimming Gala.

Competitions

The club became affiliated to the RAC (now MSA) and ran many events in conjunction with other clubs. The first main event, organised by George Smith, was the Bolton-le-Moors Rally Driving tests which took place initially in Rivington but soon the number of entries outgrew the area. It then moved to Blackpool with approx. 20 different test sites including the use of the lower promenade. Communications were provided by the army which enabled results, compiled by Jack Brown, to be handed to the competitors when they arrived at the finish. The event proved to be a great success, especially as it took over the Norbreck Hydro as the HQ and for accommodation.

The Midnight Rally

The Midnight Rally was first run in North Wales in 1957. John McCartney was one of the main organisers. As mentioned earlier the 'Midnight' was thought to be the first night rally that the club organized. Prior to this the club had run rallies during daylight but it was decided not to run them during summer months due to the amount of traffic!

This rally was resurrected in the early 1970's with Mike Booth as clerk of the course. It was also a road rally and was run on classic roads in Lancashire and Cumbria but mainly in North Yorkshire. It was selected to be a round of the 'Motoring News' & BTRDA championships and was renamed The Bolton Midnight Rally to reflect the clubs past events. The event was named as the best BTRDA Road Rally in the late 70's. One of the innovations that year was a secret pace note check at the end of one section that was 'manned' by scantily clad females! (There were no objections at all to the check by any of the crews).

The Bolton Rally

This event was held on public roads in Wales and was one of the country's premier events. It was known to be a tough event and the last time it ran there were just 6 finishers.

The first year it ran the first prize was an Austin A35 car! Tony Brooks a well-known F1 driver at the time was invited to present the car. He also attended a film show at the Bolton Little theatre, this was an annual event that ran until the early 70's.

Stuart Turner, who was later to become head of Ford Motorsport Division, was navigator in the A35 winning car and he claims that it paid off his mortgage.

The Clubmans Rally

This was another event that was resurrected in the late 70's for competitors at club level as opposed to the 'Motoring News' & BTRDA championship event. It started as a road rally but went on to become the clubs first stage rally'. The first clerk of the course in the 70's was John Ryding (who was Jo Evers co-driver at the time). The rally became a single venue stage rally in 1985 when this format became popular. It was first held in the car park and roads at Haydock Park horse racing venue. Notable past winners include Nigel Worswick and Rob Barry both of whom won on three separate occasions.

The Neil Howard Stage Rally

The Rally was renamed in 1986 after Neil, who was the Secretary of what was at the time the Clubmans Rally held at Aintree, fell from the back of a vehicle whilst helping set up the stages. Tragically he never recovered and died from his injuries. His parents presented the Club with the trophy that bears his name. It acts as a memorial to Neil and also as a reminder to all competitors, marshals, officials and spectators alike of the perils faced in motorsport.

This is now the club's premier event and attracts competitors from all over the country. Having been held in previous years at the Aintree Race Circuit, on Anglesey, at Park Hall and at Melbourne Airfield near York the event has now found a home at Oulton Park. Held in November, each year, when up to 105 competitors take up the challenge offered by the venue. In 2012 the event was voted 'Best Rally of the Year' by ANWCC

The Bolton Autotest

Held each April the event was a round of the RACMSA Championship for a number of years. This is the premier series in the country and consequently guarantees the appearance of the best autotesters from both sides of the Irish Sea. The skills of the top drivers are a sight to behold and with the event also counting towards a number of local championships there is always a strong entry of 40 - 50 drivers chasing the overall and class awards. It was originally held in the car park of Bolton Moor Lane bus station, on cobbles! It saw a number of changes of venue since those early days including notably car parks at the greyhound stadium in Bolton, Burnden Park, River Street Car parks & the M61 motorway services. The use of the River street car parks was quite innovative. For a number of years the club managed to get the roads next to the car parks closed and used the roads as the paddock thus linking two car parks and allowing full use of them both. The down side to using this area of Bolton was not apparent when we were first offered the use of the car parks, it came to light that the area was used by 'ladies of the night'. Their services being offered on more than one occasion to the clerk of the course as he was tidying up! For many years Warburton's Bakery sponsored the event with competitors receiving a 'goody bag' of their products at the end of the event.

AutoSolos

These have now taken over from Autotests in the club calendar although we have run some events that include reversing elements for those running in the Autotest class.,

The first event was organised by Steve Cawley and was held on the M61 service station in February 2007.

We have held the event at a number of venues since that first one and are currently using the Paddock area at the Three Sisters Cart Circuit with Jack Mather in charge.

Circuit Rally Championship

After successfully running the Neil Howard Rally for a few years it was decided in 2015 to organize a championship base on race circuits round the country. Initially Darren Spann was the championship coordinator but after a falling out with the club the MSN Circuit Rally Championship became no more, and a new Circuit Rally Championship organised jointly by each of the 9 clubs running the events, with Dukeries MC holding the permit. The Neil Howard is still a round of the championship.

The Bolton Middy

Touring assembly first ran in 2022 and was organized by Steve and Sheila Cawley and James Swallow.

The first event started at Myerscough College and finished at the Jolly Crofters with a route mainly in Lancashire.

Recent events have had a run in the Lake District, Lancashire and ventured into Yorkshire.

Trophies

The club has a number of fine trophies that have been presented to the club by mainly club members. A number of which are still used today although not always for the same reason as originally used. A good example of this is the Warburton Trophy that was originally presented to the winner of the Autotest that bore the Warburton name. It is now used for the winner of the AutoSolo.

The clubs premier trophy is The Glaister Trophy and it is presented for outstanding service to the club. It was given to the club by the Glaister family. Its full name is the Alice Glaister Trophy named after the mother of the sons who were involved in founding the club.

The California Trophy is an unusual trophy, it is a silver 'smoking set'. It is unusual not only in design but in the fact that it was presented to the club, despite the fact that he had never been to Bolton, by a Bob Moore a gentleman from California who had read about the club. He was sent a club badge as a thank you.

Another unusual trophy that the club owns is the The Carlsson Trophy. This trophy is named after Erik Carlsson, and is a wing mirror from his SAAB 96 that he lost on a section of the RAC Rally where club members were marshalling. The club wrote to Eric to ask permission to use the mirror which he granted.

While mentioning unusual trophies, The Richard Rostron Trophy which Richard which he purchased in France is probably the heaviest trophy that the club owns. It depicts a car driving up the side of a mountain. We are not sure what it is made of but it's very heavy!

Families

One feature of the car club that started at the very beginning and still continues today is family membership. The following are an account of some of them.

Glaister

David Miles became accepted as the founder of the club and eventually was made a Hon life member. Alas owing to health reasons he left Lancashire in 1953 to go to the south where he died recently. Peter Lionel, David's brother served on the committee until 1963 and was one of the mainstays of the club. George Settle another brother was also a club member in those early days along with their father Lionel. Other members of the family that were involved include Stephen Settle who on the first event that the club organised, a grand tour, managed to put his car off the road in Egerton near where the children's home was located. There was also Ian and Tom who had a Bugatti B35.

Snaylam

Fred was a near neighbor of the Glaister's and one the people present at those early club meetings. He was a works rally driver for Triumph in the 1950's. He drove a TR3a which he eventually purchased from the factory team. Fred's son Tim followed in his father's footsteps in the late 1970's driving a Ford Escort winning a number of local events. He later went on to drive in the Volkswagen Racing Cup and became an instructor at Oulton Park.

Warburton

Tommy H was a director of the family bakery that was for many years associated with the Bolton Autotest. He competed in many events in Minis and Healeys including the RAC & Monty Carlo Rallies. He told the tale of being sat on the balcony of his hotel in Monte Carlo eating cakes and commenting that 'we could make these at the bakery'. Up until his death he still competed on Historic Rallies on the continent in a restored Healy. Tommy's cousins George and Henry were also involved in the club and Henry went on to marry Julie Breakel who was heavily involved in the social committee.

Hearsey

We will start off with Ben the youngest member of what is without doubt the longest dynasty in the club's history. After a successful career in Karting he has recently started Rallying, competing successfully in the Mini C to challenge. He is Co Driven by his father Matthew who also competed on AutoSolos. Matthew's parents Malcolm and Margaret competed on Production Car Trials and Malcolm was also Club Secretary for a number of years. Matthew's wife Susan's parents are Geoff and Carol Crook. Carol was Club Treasurer for a while and was believed to be the first female on the main committee before she married Geoff.

Evers

Jo is the longest serving committee member who joined the club in the 1960's. He had most success as a driver in a Mk1 Cortina which was converted into an Anglia after he rolled the Cortina in a forest in the Lake District. He restored a Ford Prefect 100E which he has competed in AutoSolo's. Henry was initialy Jo's Navigator but suffered badly with travel sickness and subsequently retired. The youngest member of the Evers family, Nikky, followed in his older brother's footsteps and rallied a Mini for a few years. He became a director at Salford Van Hire who now sponsor the Neil Howard Rally.

Cawley

Stephen an active member and competitor since 1974, initially on road rallies, cutting his teeth as a navigator on the first night he came to the club! Rally driving quickly followed, with a succession of machines starting with an A40 Farina and then progressing to Minis and latterly an M.G. Midget.

Returning to navigating in the early nineties when bringing up his family precluded owning a car, Stephen finally folded his maps for the last time in 2001. Not retiring though, a BMW M5 sprint car soon appeared, followed in quick succession by a Swift FB89 Formula Ford. Using this car Stephen won the 2006 ANWCC Hillclimb Championship, the Speed Championship the same year and is still driving it on Sprints and Hillclimbs, mainly in France. Stephen's wife Sheila is an active member of the committee and has sat with Stephen on a number of Touring Assemblies. Stephen and Sheila's son Jonathan, having been brought up in a motorsport environment is now in the later stages of qualifying as a Clerk of Course for Stage Rallies.

Sharples

Peter another long standing member of the club is a former treasurer. He is also a qualified Clerk of the Course and has acted as such a role on the Neil Howard Rally. As well as his work on the organisation side of things Peter has been competing for a number of years, initial with his brother Tony, but more recently with his son James. He famously rallied a Ford Anglia for many years but has recently built a Mini to take part in the Mini Challenge. James has recently joined the committee and is the youngest member.

Mather

Steve has been a member since 1980 and was club chairman for 10 years. He has now taken over the role as Treasurer. In the early days he did some road rally navigation and driving in a MK1 Golf. Steve then moved on to competing in AutoSolos where he had a degree of success in a Renault Clio. Steve's son Jack is another to follow in his father's footsteps. Jack has been a member since he was single figures in age, and began cadet marshalling in his early teens. He started competing age 14 in Production Car AutoSolos, and since then has gone on to compete in AutoSolos and navigate on road and stage events, though more recently spending more time marshalling and officiating on events. In the last 15 years Jack has joined the committee and is now the club's Membership and Competition Secretary, as well as officiating on all club ran events.

Swallow

Initially James became a club member after he had watched the Neil Howard Rally with his father Ian at Park Hall. Ian then decided to join the club and he was quickly followed by Victoria. All three going on to become committee members as well as being active competitors on AutoSolos. Stage Rallies, Road Rallies and Touring Assemblies. As well as competing they all act as officials on various events. James is the current Club Chairman and Ian is the club's Chief Marshal. Victoria is shortly to get married to Andy Gillett who has recently become a committee member and is also an active competitor.

People

Jimmy Bullough

Jimmy owned a local TV sales and Repair Company. He is best known for driving a Ford Mk 1 Lotus Cortina and an early Mk1 Escort Twin Cam both of which were immaculately prepared by Pete West at Westune. 1967 saw Jimmy & Don Barrow have a fantastic year winning numerous events and winning all three major crowns, the RAC Rally Championship, the Motoring News Rally Championship, and the BTRDA Silver Star Rally Championship. In 1968 the same team came 3 o/a on the RAC Rally and first private entrant.

Graham Darcy

Graham is the current Club President and has been a club member for many years. He also acts as a club steward on the Neil Howard Rally after being a successful driver on both stage and road rallies. Graham has competed in many different cars and because of his success won a drive in a works Vauxhall Astra.

Mike Donovan

Another longstanding member and successful driver on both stage and road rallies. He also acts alongside Graham as club steward on the Neil Howard Rally. Mike initial rallied Saabs but gained most success driving a MK II Ford Escort.

Dave Graves

Dave studied at Manchester and joined the University Motor Club which gave him a real interest in doing motoring events. He joined BLMCC in the 1970's and started doing various events in his Sunbeam Stiletto. Soon after he bought an MG Midget he started taking part and organising Autotests.

His introduction to road rallies was never very successful as he used to get car sick.

Together with another BLMCC member Bob Barker he shared a Mini Special and there was a great incentive to beat each other in competitions. Sadly Bob passed away earlier last year. In more recent years he was doing AutoSolos in a Ford KA Sport car.

He served on the committee for many years retiring only recently through ill health.

John North

Started competing in Autotests in 1974 with a 1200 beetle and then changed in 1975 to a 1500 beetle which was then modified to an 1835 motor built by Kershaws VW specialists. In 1976 began doing the BTRDA and RAC national championships. Changed to a mk1 polo in 1980 and later to the Autocavan golf. Also used another polo and a g40 supercharged polo special. Recently been doing AutoSolos in various cars. Best 2 results were 2nd overall in the 1985 national Autotest championship and being in the winning team fo England at the Ken Wharton international event.

Eric Wilcockson

Eric, a former President of the Club, joined in the early 70's and retired from competing after the Coronavirus outbreak . He started off on road rallies before progressing to stage rallies where he has competed all over the country at all levels including doing the Manx International. More recently he has competed on Stage & Historic Road Rallies with John Richardson. Eric has also acted in most official capacities on Autotests, AutoSolos, Production Car Trials and Road & Stage Rallies as well as in many positions on the committee.

Jim Youd

Jim was another past President of the Club and is associated with navigating for Tom Warburton. He retired from competitions after spending his final years competing on European Historic Rallies especially in Italy.

Glaister Trophy Winners

Year	Champion
1950	H Whalley
1951	RJ Alan Webb
1952	JE McManus
1953	Fred Snaylam
1954	Fred Snaylam
1955	Fred Snaylam
1956	Fred Snaylam
1957	PL Glaister
1958	JH Wright
1959	GD Ryan
1960	Not Awarded
1961	Not Awarded
1962	Not Awarded
1963	Not Awarded
1964	GD Ryan
1965	Mr & Mrs AS Walsh
1966	Mr & Mrs R Moore
1967	Mr & Mrs B Fone
1968	R Dixon
1969	Mr & Mrs J Morris
1970	E Isherwood
1971	G Brown & C Wright
1972	JR Brighouse
1973	Miss JL Jarman
1974	R Edwards
1975	M Booth, J Evers, J Ryding, Gillian K Lees
1976	Mrs Carol Crook
1977	Jo Evers
1978	S Shannon & P Shannon
1979	Eric Wilcockson
1980	Dave Graves
1981	Pete Bland & Mike Booth
1982	Geoff Butterworth
1983	C Dovey
1984	Neil Howard
1985	Bob Wroe
1986	Dave Graves
1988	Ken Wolstencroft
1989	Jo Evers & Henry Evers
1990	Martin Leach
1991	Andy Jones
1992	Steve & Sheila Cawley
1993	Eric Wilcockson
1994	Paul Baker
1995	Guy Wickham
1996	Peter Sharples

Year	Champion
2001	Tony Sharples
2006	Steve Cawley
2007	Darren Spann
2008	Peter Sharples
2009	Ian Perrott
2010	Stephen Mather
2012	Sheila Cawley
2013	Peter Sharples
2014	Eric Wilcockson
2015	Jo Evers
2016	Sheila Cawley
2018	Dave Graves
2019	Martin Beamish
2020	Not Awarded - Covid
2021	Not Awarded - Covid
2022	Steve Cawley
2023	Eric Wilcockson & Jo Evers
2024	Ian Swallow