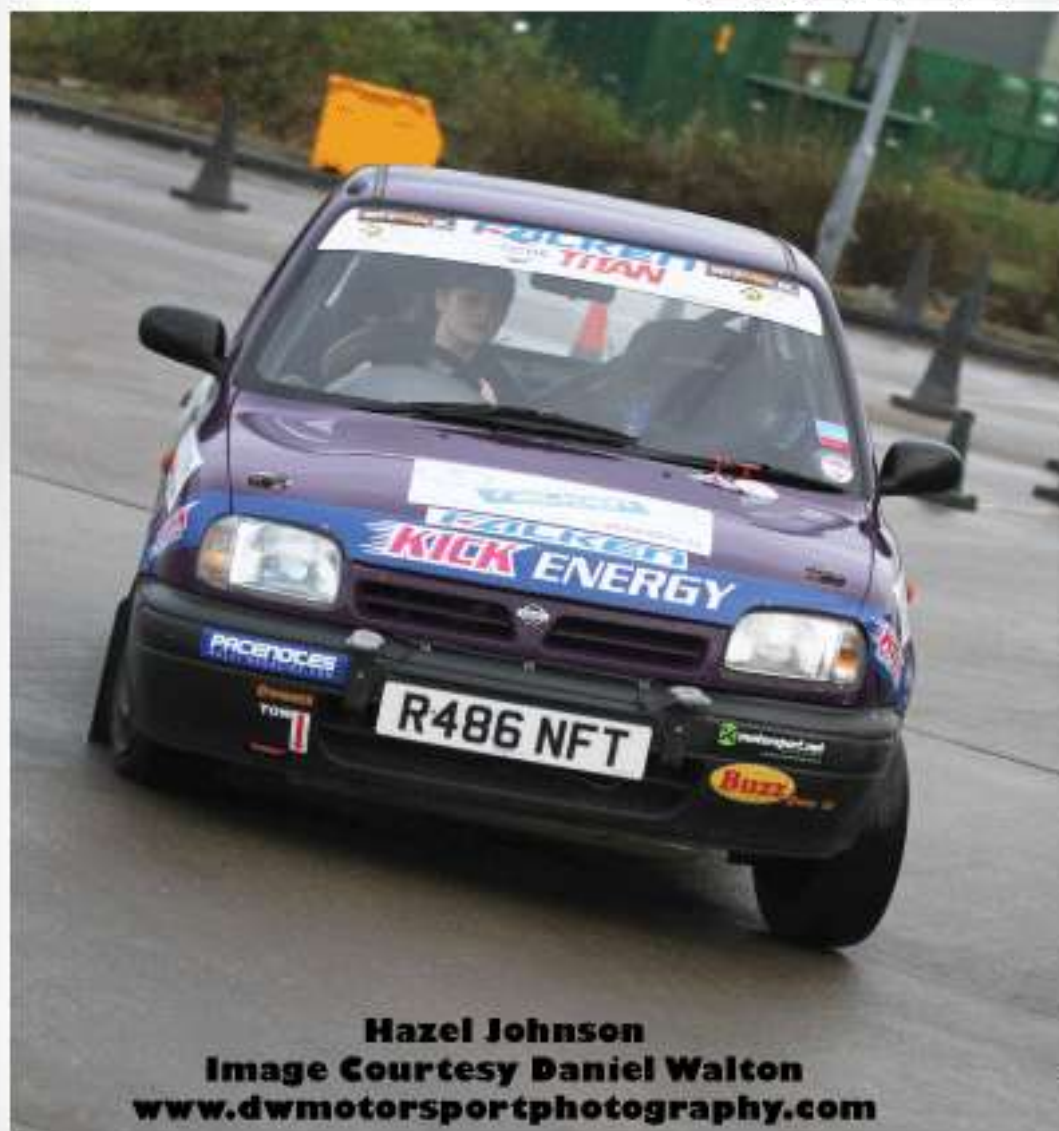


January 2014



Hazel Johnson
Image Courtesy Daniel Walton
www.dwmotorsportphotography.com

www.sd34msg.org.uk



Chairmans Chat

Where did that year go ?

It doesn't seem five minutes since I was writing about the beginning of the season and here we are and all the events have been run and the final positions compiled and can be viewed within.

Congratulations to the winning clubs in the Interclub League and all the competitors in all the various championships.

The Awards Presentation Evening is currently being arranged and it is likely to be a date in February, details will be announced as soon as possible.

The formal 2014 Championship Calendar is included and so there is now a chance to plan all your events and register for the appropriate championship, an application form is also included. The fee is still just £5 to be entered into all the championships and who knows you could be collecting an award at the end of next year. Don't think you need a very expensive car in order to compete because all the championships are class based, in addition to first overall, so you are only up against similar machinery. Also you will not need to enter every round in order to achieve enough points to win as only a ½+1 of the rounds count.

I would like to wish everyone every success in the forthcoming season and don't forget 2014 is our 50th anniversary year and details of special events will be announced in future issues of '*spotlight*'.

Best regards,

Les Fragle,

Chairman & Secretary,
SD(34) Motor Sport Group



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33 Acresfield Road,
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0161 643 0151 or 07973-816965
email : gazzard.accts@btinternet.com

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in the
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SD34MSG - Member Clubs & contact details



Accrington MSC

Contact : David Barratt
 Email : david.pbarratt@tiscali.co.uk
 Tel. : 01254-384127
 Website : www.accrington-msc.org

Manx AS

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



Bolton-le-Moors MC

Contact : Peter Sharples
 Email : p.sharples650@btinternet.com
 Tel. : 01772-626116
 Website : www.bolton-le-moorscarclub.co.uk



Motorsport (NW) Ltd

Contact : Mark Wilkinson
 Email : secretary@nwstages.co.uk
 Tel. : 07878-657580
 Website : www.nwstages.co.uk
 (Details of Member Clubs of Motorsport (NW) on pg 4)



Bury AC

Contact : Matthew Field
 Email : matthew@buryautoclub.co.uk
 Tel. : 01772-465716

Mull CC

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



CSMA (NW)

Contact : Steve Johnson
 Email : steve.johnson@csmaclub.org
 Tel. : 01254-392663
 : 07718 051 882



Pendle & DMC

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



Clitheroe & DMC

Contact : Terry Martin
 Email : terrymartin01@aol.com
 Tel. : 01254-249796
 : 07816-184539
 Website : www.cdmconline.com



U17MC-NW

Contact : Steve Johnson
 Email : steve.johnson@csmaclub.org
 Tel. : 07718 051 882
 Website :

Garstang & Preston MC

Contact : Margaret Duckworth
 Email : margaret.duckworth42@btinternet.com
 Tel. : 01772-700823
 Website : www.gpmc.co.uk



Stockport061MC

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



High Moor MC

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



Wallasey MC

Contact : Tony King
 Email : tony_king@msn.com
 Tel. : 07989-616546
 Website : www.wallaseymc.com



Lancs & Cheshire CC

Contact : David Bailey
 Email : david364bailey@btinternet.com
 Tel. : 0161-2919065
 Website : www.lancashireandcheshirecarclub.co.uk



Warrington & DMC

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



Lightning MSC

Contact : Andy Rhodes
 Email : andy.rhodes@btinternet.com
 Tel. : 0800 781 2167

Wigan & DMC

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



Lancashire A.C.

Contact : Chris Lee
 Email : info@lancsautoclub.com
 Tel. : 0800 781 2167



2300 Club

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





Motor Sport Group

Contacts

| | |
|---|---|
| President : | Alan Shaw shawalan.555@btinternet.com 01282-602195 |
| Chairman Secretary League Compiler Individual Compiler | Les Fragle les.fragle@gmail.com 01995-672230 |
| Vice Chairman : | Graham Bray 0161-7969079 graham.bray@btinternet.com |
| Treasurer : | Eve Fisher eve.fisher@btinternet.com 0161-7666950 |
| Road Rally : | Matthew Field roadrally@sd34msg.org.uk 01772 465716 |
| Stage Rally : | Chris Woodcock pdschris@aol.com 01254-681350 |
| None Race/Rally : | David Barratt david.pbarratt@tiscali.co.uk 01254-384127 |
| Marshals : | Ann McCormack annmccormack13@yahoo.com 01928-710546 |
| Registrations : | Margaret Duckworth margaret.duckworth42@btinternet.com 01772-700823 |
| Website : | www.sd34msg.org Steve Butler steven.butler9@btinternet.com |
| Newsletter : | Maurice Ellison sd34news@gmail.com 07788-723721 01524-735488 |
| Radios : | Bill Wilmer Approved MSA Radio Co-ordinator Gemini Communications 07973-830705 w.wilmer@btinternet.com |

The opinions expressed in this publication are those of the individual contributors, and not necessarily those of the editor or the committee of the SD 34 MSG



Comprising the following Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



Ecurie Royal Oak Motor Club
www.eromc.co.uk



High Moor Motor Club
www.hmmc.co.uk



Fylde Motor Motor Sport Club
www.fyldemotorsportclub.co.uk



Lancashire & Cheshire Car Club
www.lancashireandcheshirecarclub.co.uk



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com

Website : www.nwstages.co.uk
Mark Wilkinson - secretary@nwstages.co.uk

ADVERTISING in the 'SPOTLIGHT'

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Contact either Les Fragle, Maurice Ellison or Steve
Johnson for more details

Steve Johnson

07718 051 882 steve.johnson@csmclub.org

Les Fragle

01995-672230 les.fragle@gmail.com

Maurice Ellison

07788-723721 sd34news@gmail.com

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CLITHEROE & DMC



The Club Meets at 8-30pm
Every Tuesday
at Waddington Sports & Social Club-
Waddington, Nr Clitheroe
M/R 103 / 731 437

Whats On at CDMC

Tuesday 7th January Christmas Jumper Night

Come along and wear the latest horror that your Great Aunt Muriel knitted you for Christmas Plus a good old chinwag and catch up of all that happened last year and plans for 2014

The second Tuesday (14th January 2014) of each month is Committee night.

Club Members are more than welcome to attend and see & hear what goes on behind the scenes and you can also express your opinion.
Why not come along - you might actually like it

Saturday 18th January Prize Presentation Night

Clitheroe Castle on January the 18th tickets are available through either myself (Steve Hudson) or Terry Martin priced at £20 per head this includes a two course meal with various choices of courses there will also be a late bar and disco please let us know ASAP so we can finalize seating and menu options all welcome old and members and even non members the more the merrier a great party to start the new year

Tuesday 21st January Car Preparation Night Does & Dents, Advice Rob Harris

Tuesday 28th January Short (approx 1/2 hr) Navigation Class & Last Year (2013) in Review

Aimed at the Novice Navigator and starting with basic plotting of references (6 & 10 fig), Approach & Depart We would like to think there is sufficient interest to be able to run these classes once a month on the last Tuesday. As things progress we will move on to the more complex navigation (Tulips, Herringbones etc) + Regularities, Timing & speed tables Map 97 might be useful to bring along

December Clubnights



Tuesday December 3rd Member Profile **Steve Hudson** Our new Comp Sec Interviewed by our **NEW Chairman** **Chris Woodcock**



As a young boy Steve Hudson used to deliver milk with Dennis Quinn and was soon accompanying Dennis to Motoring News rounds so its not surprising that he was

going to become involved in Rallying. Steve told some lurid stories of his early exploits. Some true and others not, but the 'porkie pie' stories certainly had jaws dropping and grabbed the audiences attention. Steve was leading this years G&PMC Memorial Rally at Petrol but a miss-firing engine meant that he finished 7th O/A. This year he has competed on only a few events, one of which was the Cilwendeg. His next outing will be the North West Stages which he has entered in the Road Rally Class

Thursday December 5th Primrose Trophy 12 Car Rally



Matt Kiziuk (Clerk of Course) put a challenging route on O/S map 102 for a full entry. The original idea was to give both Novice Drivers and Novice Navigators a taste of what to expect on a night road rally.

Each Novice Navigator was teamed up with an Expert Driver and each Novice Driver had an Expert Navigator. Everything that you could expect from a pre-plot event was included. (Scrutineering, Noise Checks, Drivers Briefing, SGWs, Quiets, Neutral section, NAMs, and even the local RLO as DSO).

There were 7 time controls and 11 route checks as well as code boards at SGWs. Every Control was manned (18)
1st O/A Dan Sedgwick (N)/ Paul Redford (E) 17m
1st Class A Andrew Hargreaves (N)/ Terry Martin (E) 22m
1st Class B James Taylor (E) / Jez Turner (N) 28m



Tuesday December 17th Christmas Party

The Great and the Good were all there at the Annual CDMC Christmas Party held at the Clubs HQ in Waddingtons Sports & Social Club. It was especially pleasing to meet up once again with Roy Honeywell (Ex Lancashire RLO) Heidi Woodcock once again organised a very pleasant evening that was enjoyed by all Merry Christmas & a Happy New Year

Bolton-le-Moors MC

The Club Meets at 9-00pm
every Thursday
@ Horwich RMI Club,
Chorley New Rd, Horwich. M/R109/6111



WARRINGTON & DMC

Warrington & District Motor Club
Meet Every Monday
"The Antrobus Arms" on the A559, 8-30pm
between Warrington & Northwich. CW9 6JD.



**2300 Club are pleased to
announce the finalists of the 2013
John Easson Award.**

**Chris Ingram
Aaron McClure
Arron Newby**

The Award selection committee will meet the finalists
on Friday evening 20th December and following an in-
formal interview the winner of the 2013 JE award will be
decided.

2300 Club would like to thank all candidates who ap-
plied for this year's award.

Allan Durham

2300 Club John Easson Award Scheme Manager

See Page 52 for the Results

WALLASEY MC

The Club Meets at 9-00pm
Every Monday at Port Sunlight Vil-
lage Social Club, Bridge St, Port Sunlight



Meet at the The Delph Tavern,
Tontine, Orrell WN5 8UJ
every second & fourth Monday of the month



The Club Meets at 8pm onwards
Every Thursday at Rising Sun, Hazel Grove.
The 4th Thurs of the month is an 'Away' event

Garstang & Preston MC

Meet at 8-30pm Every Tuesday
Lonsdale Club, Fulwood Hall Ln,
Fulwood, Preston PR2 8BD



Lancashire & Cheshire CC

Meets at 8-30pm on the 2nd Thursday
of each Month at the Roebuck Pub
M41 6HD



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Falken Tyres provides support for Under 17 Motor Club Autosolo at Autosport International 2014

Building upon the success of its inaugural support of the Under 17 Motor Club in 2013, Falken Tyre Europe is helping more young drivers to get involved in motorsport by providing tyres for their Autosolo event at Autosport International (Jan 9th-14th 2014).

Autosolos are a series of timed, 'all-forward' (i.e. no reversing) courses on hard surfaces such as car parks or airfields. Unlike traditional autotests, there is no requirement for special techniques such as spin turns. Cars must be taxed, insured, have an MOT certificate if applicable and be driven to the event. Road tyres are also specified with Falken's ZE914 ECORUN and Sincera tyres popular, both providing a blend of grip and affordability.

Twenty competitors a day including U17MC members will provide visitors to the Autosport Show with a taste of the sport through passenger rides on a course inside one of the halls. This year, for the first year, rides will be available on all four days of the event. Cars set to appear include Mazda MX-5s, Nissan Micras, Citroen Saxo, and a Peugeot 205.

"Falken is delighted to expand its support to enable young drivers to learn about car control in a secure environment and to make the first steps into competitive motorsport, with the opportunity to actually take part," says Stefanie Olbertz, Falken Tyre Europe's motorsport marketing manager. "The demonstrations will provide a great opportunity to show the motorsport enthusiasts this growing branch of motorsport that is breeding ground for competitors that don't have the budgets for karting."

Falken's backing for the Under 17 Motor Club follows its support for other youngsters in UK motorsport in 2013. This includes 11 year old Catherine Harris in BriSCA Minis-tex, Hazel Johnson in North West rallying as well as enabling 19 year old race driver Christie Doran to experience its drift cars.

About FALKEN High Performance Tyres:

Motorsport has for many years formed the basis for the technology and development of FALKEN High Performance Tyres and their exceptional driving properties. FALKEN racing tyres have demonstrated their quality and performance in some of the world's most challenging racing series. These include the American Le Mans Series and the legendary Nürburgring 24 hour race. By systematically evaluating the experience gained in motor racing, new findings are gathered which flow straight into series production. This results in outstanding products that fulfil the highest quality standards and have been succeeding for years in international competitions.

Further information: www.falken-europe.de,
www.facebook.com/falken.motorsports

Cars used in Autosolos must be road registered, taxed and use road tyres.

Falken's support for the Under 17 motor club builds upon its support for other young drivers in racing, rallying and short circuit motorsport



11 - 12 January 2014, NEC



SD34MSG

2014

Championship Rounds at a Glance



SD34MSG

Non Race/Non Rally

| Date | Event | Club |
|------------------|-------------------------|--------------------|
| January | | |
| 26th | January AS, A/T, PCA | Bolton-le Moors CC |
| February | | |
| 16th | February AS,A/T, PCA | U17MC |
| March | | |
| 16th | March AS, A/T, PCA | Bolton-le-Moors CC |
| May | | |
| 3/4th | Ty Groes Sprint Weekend | Lancs & Chesh CC |
| 18th | May AS, A/T, PCA | CSMA/AMSC |
| June | | |
| 8th | June AS, A/T, PCA | Bolton-le-Moors CC |
| 22nd | AS, A/T, PCA | CSMA/AMSC |
| July | | |
| 20th | July AS, A/T, PCA | U17MC |
| August | | |
| 3rd | 3 Sisters Sprint | Lancashire AC |
| 17th | Scammonden Hillclimb | Pendle &DMC |
| 31st | Summer AS, A/T, PCA | AMSC |
| September | | |
| 6/7th | Ty Groes Sprint Weekend | Lancs & Chesh CC |
| 14th | September AS, A/T, PCA | Bolton-le-Moors CC |
| 28th | Chairmans Challenge | Lancs & Chesh CC |
| October | | |
| 12th | October AS, A/T, PCA | Bolton-le-Moors CC |
| December | | |
| 7th | Winter As, A/T, PCA | AMSC/CSMA |

SD34MSG

Marshals Championship

All SD34MSG Member Club Events

See SD34MSG Calendar for Dates

(Pages 13 & 14)

SD34MSG Road Rally Championship

| Date | Event | Club |
|------------------|-----------------------|-----------------|
| February | | |
| 22/23rd | Ryemoor Trophy | Malton MC |
| March | | |
| 22/23rd | Rali Llyn | Harlech & DMC |
| April | | |
| 26/27th | Primrose Trophy Rally | Clitheroe & DMC |
| May | | |
| 17/18 | Altratech061 | Stockport061 MC |
| June | | |
| 14/15th | Memorial Rally | G&PMC |
| July | | |
| 5/6th | Kick Energy | Matlock MC |
| August | | |
| 9/10th | Morescombe Rally | MCC |
| September | | |
| 27/28 | Clitheronian | Clitheroe & DMC |
| October | | |
| 25/26th | John Robson | Hexham & DMC |
| November | | |
| 15/16th | Dansport | Matlock MC |
| ? | Preston Regardless | G&PMC |

SD34MSG Stage Rally Championship

| Date | Event | Club |
|------------------|----------------------|--------------------|
| February | | |
| 7/8th | North West Stages | Motorsport (NW) |
| 22nd | Jack Neal | Clitheroe & DMC |
| March | | |
| 16th | Lee Holland | PDMC & GPMC |
| 23rd | SMC Stages | Stockport061 MC |
| May | | |
| 9/10 | Manx National | Manx ASC |
| 17th | Cetus Stages | Wigan & DMC |
| June | | |
| 29th | Enville Stages | Warrington & DMC |
| September | | |
| 6th | Promenade Stages | Wallasey MC |
| 28th | Heroe Stages | GPMC & PDMC |
| October | | |
| 10/12th | Mull | Mull CC |
| 12th | Adgespeed Stages | Wigan & DMC |
| November | | |
| 7/8th | Poker Stars | Manx ASC |
| 8th | Neil Howard Memorial | Bolton-le-Moors CC |
| 22nd | Hall Trophy | Clitheroe & DMC |

2014 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME;

ADDRESS;

.....

.....

POSTCODE;

HOME TEL. NO;

MOBILE NO;

E-MAIL ADDRESS;

Please Tick this box if you
are under 18yrs of age

SD34 NOMINATED CLUB (one club only).....

Please register me for the SD34 Championships listed below;

I understand that the information contained on this sheet may be held on computer, but will be kept in the strictest Confidence for SD34 MSG use only.

SIGNATURE.....DATE.....

Please forward the completed SD34 registration form with registration fee of £5.00 to; SD34 MSG

,c/o Mrs.M.Duckworth,12 Silsden Ave.,Ribbleton, Preston.PR2 6XB

Registration commences on date of receipt of application form or on advance notification by e-mail.

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

N.B. You do not need to register in order to claim points_for the Interclub league championship but you must register for the individual or disciplined championships.

| CHAMPIONSHIP | Tick to Register | Driver Co-Driver/ Navigator Delete as appropriate | Class Delete as appropriate | Official SD34 Use only |
|---------------------|------------------|---|--------------------------------------|------------------------------|
| STAGE RALLY | | DRIVER CO DRIVER | A / B / C / D (Cls) A / B / C / D | |
| ROAD RALLY | | DRIVER NAVIGATOR | Exp / Semi / Nov Exp / Semi / Nov | |
| NON RACE / RALLY | | | A / B / C / D / E / F / G | |

MARSHALLING POINTS. If you are registering as driver and navigator/co-driver in the same discipline you must nominate which you want marshalling points to be awarded to.

.....

CLASSES

Stage Rally; A = up to 1400cc, B = 1401 to 1600cc, C = 1601 to 2000cc, D = over 2000cc & 4wd

Road Rally; Expert; A competitor who, in the role registered has finished in the top 10 of a Nat B Or higher grade rally.

Semi Expert; All competitors not eligible for Expert or Novice class.

Novice; A competitor in the role registered who has never won an award other than a team award.

Non Race A = saloon cars up to 13ft long and up to and including 1400cc.

/Non Rally B = Saloon cars up to 13ft long and over 1400cc.

C = Saloon cars over 13ft long

(Saloons will include estate cars, hatchbacks and commercials as appropriate)

D= Sports cars.

E= Specials.

F = Special Stage rally cars.

2013 Championship Tables

Provisional Results : Final at SD34MSG AGM 15th Jan 2014

Road Rally Championship

| O/A | Driver | pts | Club | Final |
|-----|----------------|-----|-------|-------|
| 1 | Pete Tyson | 52 | CDMC | 1 O/A |
| 2 | Pete Jagger | 44 | BLMCC | 1 S/E |
| =3 | Tony Harrison | 42 | CDMC | 1 Exp |
| =3 | Paul Buckel | 42 | CDMC | 2 Exp |
| =3 | Steve Mitchell | 42 | CDMC | 2 S/E |
| 6 | Simon Boardman | 34 | CDMC | 3 Exp |
| 7 | Ian Bruce | 33 | BLMCC | 1 Nov |
| 8 | Dave Whittaker | 27 | CDMC | 2 Nov |
| 9 | James Taylor | 25 | CDMC | 3 S/E |
| 10 | Steve Hudson | 19 | G&PMC | |
| =11 | Andy Ritchie | 17 | CDMC | |
| =11 | Matt Kiziuk | 17 | CDMC | |
| 13 | Myles Gleave | 13 | G&PMC | |
| 14 | Derek Long | 12 | BAC | |
| 15 | Steve Kenyon | 10 | G&PMC | |
| 16 | John Gorton | 9 | CDMC | |

| O/A | Navigator | pts | Club | Final |
|-----|-----------------|-----|-------|-------|
| =1 | Neil Harrison | 48 | CDMC | 1 O/A |
| =1 | Paul Taylor | 48 | CDMC | 1 Exp |
| 3 | Steve Butler | 41 | CDMC | 2 Exp |
| 4 | Andrew Long | 39 | BAC | 1 S/E |
| 5 | Ian Mitchell | 34 | CDMC | 2 S/E |
| 6 | Maurice Ellison | 24 | CDMC | 3 Exp |
| 7 | Chris Williams | 23 | CDMC | |
| 8 | Alan Barnes | 15 | G&PMC | |
| 9 | Mark Shepherd | 15 | G&PMC | |
| 10 | Jason Crook | 11 | G&PMC | |
| 11 | Jason McTear | 9 | CDMC | |
| 12 | Terry Martin | 8 | CDMC | |
| 13 | Matthew Worden | 5 | CDMC | |
| 14 | Ian Raynor | 3 | CDMC | |
| 15 | Terry May | 2 | G&PMC | |

Last Updated : 16th December

Stage Rally Championship

| O/A | Driver | Q | pts | Class | Club |
|-----|------------------|---|-----|-------|-------|
| 1 | Steve Johnson | Y | 160 | A | U17MC |
| 2 | Phil Jennings | Y | 159 | C | WaDMC |
| 3 | Phil Merrills | Y | 133 | C | S61MC |
| 4 | Hazel Johnson | Y | 130 | A | U17MC |
| 5 | Aaron Newby | Y | 110 | C | CDMC |
| 6 | Danny Brown | Y | 81 | A | U17MC |
| 7 | Keith Dowthwaite | Y | 80 | C | Wall |
| 8 | Graham Chesters | N | 54 | B | GPMC |
| 9 | John Gorton | N | 53 | C | CDMC |
| 10 | Michael Judson | N | 52 | C | CDMC |
| =11 | Jim McDowell | N | 26 | B | Mull |
| =11 | Mark Booth | N | 26 | B | S61MC |
| =11 | Terry Stephen | N | 26 | A | U17MC |

| O/A | Co-Driver | Q | pts | Class | Club |
|-----|-----------------|---|-----|-------|-------|
| 1 | George Jennings | Y | 159 | C | WaDMC |
| =2 | Steve Butler | Y | 132 | A | CDMC |
| =2 | David Barratt | Y | 132 | A | AMSC |
| 4 | Jason McTear | Y | 107 | C | AMSC |
| 5 | Darren Riley | Y | 81 | A | U17MC |
| 6 | Tony King | Y | 80 | C | Wall |
| 7 | Steve Coombes | N | 54 | C | GPMC |
| 8 | Paul Blanchard | N | 52 | C | CDMC |
| =9 | Gary Heslop | N | 27 | D | HMMC |
| =9 | Mark Shepherd | N | 27 | | GPMC |
| =11 | Ian Rayner | N | 26 | B | CDMC |
| =11 | Mathew Faulkner | N | 26 | A | AMSC |

waiting for (confirmed) results from Neil Howard
The Above are Best Guess until Then

Non Race/Rally Championship

| O/A | Competitor | pts | Club |
|-----|----------------|-------|-----------|
| 1. | David Robinson | 81.24 | U17MC(NW) |
| 2. | Steve Kennel | 79.38 | CDMC |
| 3. | Simon Robinson | 78.85 | U17MC(NW) |
| 4. | Steve Lewis | 78.70 | CDMC |
| 5. | Steve Price | 77.70 | BLMCC |
| 6. | Steve Johnson | 72.94 | U17MC(NW) |
| 7. | Hazel Johnson | 68.15 | U17MC(NW) |
| 8. | David Goodlad | 39.81 | BLMCC |
| 9. | Will Jarman | 28.63 | U17MC |
| 10. | Angela Jones | 28.08 | U17MC |
| 11. | David Barratt | 19.30 | AMSC |
| 12. | John Gorton | 9.81 | CDMC |
| 13. | Daniel Barker | 9.71 | U17MC(NW) |
| 14. | Matt Faulkner | 9.39 | U17MC |

Last Updated : 20th December

Junior PCA Championship

| | | | |
|----|----------------|-------|-------|
| 1. | Daniel Barker | 70.74 | U17MC |
| 2. | Simon Robinson | 22.02 | U17MC |
| 3. | Matt Faulkner | 11.05 | U17MC |

Individual Championship

| O/A | Competitor | Q | pts | Club |
|------|------------------|---|-----|-------|
| 1. | Stephen Johnson | Y | 104 | U17MC |
| 2. | Hazel Johnson | Y | 94 | U17MC |
| 3. | Stephen Price | Y | 88 | BLMCC |
| 4. | Steve Butler | Y | 65 | CDMC |
| 5. | David Barratt | Y | 57 | AMSC |
| 6. | Jason McTear | Y | 43 | CDMC |
| 7. | Simon Boardman | Y | 30 | CDMC |
| =8. | John Gorton | Y | 27 | CDMC |
| =8. | Matthew Faulkner | Y | 27 | U17MC |
| =10. | Matthew Worden | Y | 24 | CDMC |
| =10. | Darren Riley | Y | 24 | U17MC |
| 12. | Steve Hudson | Y | 19 | CDMC |
| =13. | Terry David | Y | 18 | U17MC |
| =13. | Terry Stephen | Y | 18 | U17MC |
| =13. | Ian Bruce | Y | 18 | BLMCC |
| 16 | Michael Judson | Y | 17 | CDMC |

Last Updated : 28th December



2013 SD34MSG MARSHALS CHAMPIONSHIP



*Last Updated
27th Dec. 2013*

Accrington MSC

David Barratt 30

Bolton-le-Moors MC

| | | | |
|------------------|----|-----------------|----|
| Chris Fletcher | 40 | Peter Sharples | 30 |
| Eric Wilcockson | 30 | Steve Crawley | 30 |
| Steve Price | 30 | James Swallow | 20 |
| James Sharples | 20 | Julie Sharples | 20 |
| Chris Beamish | 20 | Jack Mather | 20 |
| Hannah Speakes | 20 | John Richardson | 10 |
| Ian Perrot | 10 | Ian Harcourt | 10 |
| Alex Brown | 10 | Ian Bruce | 10 |
| Joe Evers | 10 | Pete Jagger | 10 |
| Darren Span | 10 | Neil Bye | 10 |
| Jonathon Crawley | 10 | Jon Richardes | 10 |
| Robin Turner | 10 | Matt Hearsy | 10 |
| Steve Mather | 10 | Mike Green | 10 |
| Neil Rostern | 10 | Martin Beamish | 10 |
| John North | 10 | | |

Bury AC

Clitheroe & DMC

| | | | |
|-----------------------|------------|-----------------|----|
| Chris Woodcock | 140 | Heidi Woodcock | 90 |
| Maurice Ellison | 60 | Matt Kiziuk | 50 |
| John Gorton | 50 | Paul Moon | 30 |
| Steve Butler | 30 | Simon Boardman | 20 |
| Paul Buckle | 20 | Jason McTeer | 20 |
| Kevin Howarth | 20 | James Gardner | 20 |
| Matt Worden | 20 | Mick Johnson | 20 |
| Robin Stanley | 20 | Angie Stanley | 20 |
| Lis Moon | 20 | John Hargreaves | 10 |
| Chris Mclvor | 10 | Sam Hargreaves | 10 |
| Steve Brocklebank | 10 | Domonic McTeer | 10 |
| Paul Flynn | 10 | Steve Flynn | 10 |
| James Hargreaves | 10 | Gav Holmes | 10 |
| James Taylor | 10 | | |

CSMA (NW)

| | | | |
|---------------|----|-------------|----|
| Eve Fisher | 30 | Graham Bray | 30 |
| Hazel Johnson | 10 | | |

Garstang & Preston MC

| | | | |
|-------------------|------------|--------------------|----|
| Les Fragle | 100 | Steve Hudson | 30 |
| Steve Kenyon | 20 | M.Shepherd | 20 |
| A.Benson | 10 | Margaret Duckworth | 10 |
| J.Raynor | 10 | D.Nolan | 10 |
| J.Bleakley | 10 | K.Coombes | 10 |
| G.Chesters | 10 | S.Coombes | 10 |
| P.Hackson | 10 | A.Jackson | 10 |
| Terry May | 10 | | |

High Moor MC

| | | | |
|---------------|----|----------------|----|
| Gary Heslop | 20 | Gerry Morris | 10 |
| Andrew Morris | 10 | Stephen Holmes | 10 |
| Gary Jakeman | 10 | Mathew Jakeman | 10 |

Lancs & Cheshire MC

Lightning MC

Manx AC

Mull CC

Motorsport NW Ltd.

Pendle & DMC

| | | | |
|-----------------|----|----------------|----|
| Alan Shaw | 60 | Ian Brown | 60 |
| Andrew Brown | 50 | Rod Brereton | 50 |
| Dianne Brereton | 30 | Les Eltringham | 20 |
| Peter Wright | 20 | Ray Duckworth | 20 |
| Steve Dixon | 20 | Darren Riley | 10 |
| Mick Tomlinson | 10 | James Wright | 10 |
| Chris Andrews | 10 | John Harland | 10 |
| Harry Tinkler | 10 | | |

Stockport 061

| | | | |
|----------------------|------------|--------------------|----|
| Ken Wilkinson | 110 | Mark Wilkinson | 80 |
| Steph Wilkinson | 80 | Sarah-Jane Dunhill | 70 |
| Andy Turner | 50 | Andy Chambers | 40 |
| Phil Hesketh | 40 | Daniel Chambers | 40 |
| William Kelly | 40 | Julian Russell | 40 |
| Rob Yates | 40 | Alan Ogden | 30 |
| Rick Elkin | 30 | Matthew Turner | 20 |
| Dave Coulson | 20 | Daryl Evans | 20 |
| Keith Miles | 20 | Geoff Callaghan | 20 |
| Chris Miles | 20 | John Coulson | 20 |
| Terry Andrews | 10 | Lindsey Mather | 10 |
| Natalie Payne | 10 | Sarah Payne | 10 |
| Richard Chambers | 10 | Ian Mather | 10 |

U17Club NW

| | | | |
|---------------|----|--------------|----|
| Steve Johnson | 30 | Darren Riley | 10 |
|---------------|----|--------------|----|

Wallasey MC

Warrington & DMC

| | | | |
|-----------------|----|----------------|----|
| William O'Brien | 70 | Robbie O'Brien | 70 |
| Denise Burns | 50 | Allan Burns | 40 |
| Chris Wellburn | 40 | Ann McCormack | 40 |
| Mark Carter | 30 | Jo Mackman | 30 |
| Dave Read | 30 | Steve Prince | 30 |
| Colin Cresswell | 30 | Ian Heywood | 20 |
| Colin Burgess | 20 | Stuart Deeley | 20 |
| June Deeley | 20 | Carolyn Brough | 20 |
| Mike Spears | 10 | Colin Burgess | 10 |
| Duncan Fenwick | 10 | John Boggs | 10 |
| Paul Kay | 10 | | |

Wigan MC

| | | | |
|-----------------|----|----------------|----|
| Lance Rawlinson | 40 | Alan Bibby | 30 |
| David Hind | 20 | Steven Sheehan | 20 |
| Colin Strath | 20 | Nick Archer | 20 |
| Tony Archer | 20 | Tony Ralph | 10 |
| Mike King | 10 | Dave France | 10 |
| Dennis Higason | 10 | Stuart Cooke | 10 |
| Chris Cooke | 10 | Peter McDonald | 10 |
| Martin Fox | 10 | Mike English | 10 |
| Helen Fox | 10 | Tony Lynch | 10 |
| Brian Spencer | 10 | Bob Jones | 10 |
| Graham Bunting | 10 | Sue Roberts | 10 |
| George Thewlis | 10 | Alan Heys | 10 |



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Marshals Championship Table - See page 11

Lookers Citroen in Preston

Supporting SD34MSG and
motor sport in the North West.



If there's anything we can do for you simply give
us a call on 01772 768222 and ask for Matt or
Steve and don't forget to mention that you've
seen us in the SD34 magazine for a further dis-
count against your next van or car.

Matt Kiziuk

SD34MSG Inter Club League

| Division A | | | |
|-----------------------|--------|-----|-----|
| Club | Points | Div | O/A |
| Bolton-le-Moors CC | 1222 | 1 | 2 |
| Clitheroe & DMC | 1033 | 2 | 3 |
| Warrington & DMC | 501 | 3 | 4 |
| Stockport061 | 479 | 4 | 5 |
| Wallasey MC | 295 | 5 | 7 |
| Accrington MSC | 261 | 6 | 8 |
| CSMA (NW) | 59 | 7 | 16 |
| Division B | | | |
| Club | Points | Div | O/A |
| Wigan MC | 336 | 1 | 6 |
| Lancs & Cheshire CC | 249 | 2 | 9 |
| Garstang & Preston MC | 215 | 3 | 10 |
| Manx AS | 184 | 4 | 11 |
| Pendle & DMC | 181 | 5 | 12 |
| Mull CC | 75 | 6 | 14 |
| High Moor MC | 65 | 7 | =15 |
| Division C | | | |
| Club | Points | Div | O/A |
| U17MC-NW | 1245 | 1 | 1 |
| Lancashire A.C. | 105 | 2 | 13 |
| Bury AC | 30 | 3 | 17 |
| Fylde MSC | 15 | =4 | =15 |
| Lightning MSC | 15 | =4 | =18 |
| 2300 | 0 | =6 | =20 |
| Motorsport NW Ltd | 0 | =6 | =20 |

Last Updated - 13th Dec 2013

SD34MSG 2014 Calendar (1st 6 months)

| Date | Type | League | Club | Title | Venue - Notes |
|------------|-------------|--------|----------------------|--------------------------------|-------------------------------------|
| 26-Jan | Autosolo | Yes | Bolton-le-Moors CC | Bolton January Autosolo | } Makro Manchester |
| 26-Jan | Autotest | Yes | Bolton-le-Moors CC | Bolton January Autotest | |
| 26-Jan | PCA | Yes | Bolton-le-Moors CC | Bolton January PCA | |
| 07+08-Feb | Stage Rally | Yes | Motor Sport (NW) Ltd | Legend Fires North West Stages | Lancashire |
| 16-Feb | Autosolo | Yes | Under 17 MC NW | U17MC Autosolo 1 | } Blackburn Services, M65 Jt 4 |
| 16-Feb | Autotest | Yes | Under 17 MC NW | U17MC Autotest 1 | |
| 16-Feb | PCA | Yes | Under 17 MC NW | U17MC PCA 1 | |
| 22-Feb | Stage Rally | Yes | Clitheroe & Dist MC | Jack Neal Memorial Rally | Blyton airfield, Lincs |
| 16-Mar | Autosolo | Yes | Bolton-le-Moors CC | Bolton March Autosolo | } Makro Preston |
| 16-Mar | Autotest | Yes | Bolton-le-Moors CC | Bolton March Autotest | |
| 16-Mar | PCA | Yes | Bolton-le-Moors CC | Bolton March PCA | |
| 16-Mar | Stage Rally | Yes | PDMC / GPMC | Lee Holland Stage Rally | Anglesey circuit, North Wales |
| 23-Mar | Stage Rally | Yes | Stockport 061 MC | Legend Fires SMC Stages | Weeton Barracks, Blackpool |
| 26/27thApr | Road Rally | | Clitheroe & DMC | Primrose Trophy | Lancs, Yorks, Cumbria |
| 3-May | Sprint | Yes | Lancs & Cheshire CC | Ty Croes Sprint Weekend | } Anglesey circuit, North Wales |
| 4-May | Sprint | Yes | Lancs & Cheshire CC | Ty Croes Sprint Weekend | |
| 9+10-May | Stage Rally | Yes | Manx Auto Sport | Manx National | Isle of Man |
| 17-May | Stage Rally | Yes | Wigan & Dist MC | Cetus Stages | 3 Sisters, Wigan |
| 17/18-May | Road Rally | Yes | Stockport 061 MC | Altratech 061 Road Rally | Lancs / Derbys / Cheshire |
| 18-May | Autosolo | Yes | CSMA/AMSC | CSMA/AMSC Autosolo 1 | } Lymm Truckstop Services, M6 Jt 20 |
| 18-May | Autotest | Yes | CSMA/AMSC | CSMA/AMSC Autotest 1 | |
| 18-May | PCA | Yes | CSMA/AMSC | CSMA/AMSC PCA 1 | |
| 8-Jun | Autosolo | Yes | Bolton-le-Moors CC | Bolton June Autosolo | } Makro Preston |
| 8-Jun | Autotest | Yes | Bolton-le-Moors CC | Bolton June Autotest | |
| 8-Jun | PCA | Yes | Bolton-le-Moors CC | Bolton June PCA | |
| 14/15-Jun | Road Rally | Yes | G & P MC | Memorial Road Rally | Lancashire |
| 22-Jun | Autosolo | Yes | CSMA NW | CSMA/AMSC Autosolo 2 | } Lymm Truckstop Services, M6 Jt 20 |
| 22-Jun | Autotest | Yes | CSMA NW | CSMA/AMSC Autotest 2 | |
| 22-Jun | PCA | Yes | Accrington MSC | CSMA/AMSC PCA 2 | |
| 29 Jun | Stage Rally | Yes | Warrington & Dist MC | Enville Stages Rally | Anglesey Circuit |

SD34MSG 2014 Calendar (2nd 6months)

| Date | Type | League | Club | Title | Venue - Notes |
|-----------|-------------|--------|---------------------|-------------------------------|-------------------------------|
| 5/6 July | Road Rally | No | Matlock MC | Kick Energy Rally | Derbyshire |
| 20 Jul | Autosolo | Yes | Under 17 MC NW | U17MC Autosolo 2 | Blackburn Services, M65 Jt 4 |
| 20 Jul | Autotest | Yes | CSMA NW | U17MC Autotest 2 | |
| 20 Jul | PCA | Yes | Under 17 MC NW | U17MC PCA 2 | |
| 3-Aug | Sprint | Yes | LAC | 3 Sisters Sprint | 3 Sisters, Wigan |
| 17-Aug | Hillclimb | Yes | Pendle & Dist MC | August Hillclimb | Scammonden Dam, Huddersfield |
| 31-Aug | Autosolo | Yes | AMSC | Summer Autosolo | Blackburn Services, M65 Jt 4 |
| 31-Aug | Autotest | Yes | AMSC | Summer Autotest | |
| 31-Aug | PCA | Yes | AMSC | Summer PCA | |
| 6-Sep | Stage Rally | Yes | Wallasey MC | Promenade Stages | New Brighton Promenade |
| 6-Sep | Sprint | Yes | Lancs & Cheshire CC | Ty Croes Sprint Weekend | Anglesey circuit, North Wales |
| 7-Sep | Sprint | Yes | Lancs & Cheshire CC | Ty Croes Sprint Weekend | |
| 14-Sep | Autosolo | Yes | Bolton-le-Moors CC | Bolton September Autosolo | Makro Manchester |
| 14-Sep | Autotest | Yes | Bolton-le-Moors CC | Bolton September Autotest | |
| 14-Sep | PCA | Yes | Bolton-le-Moors CC | Bolton September PCA | |
| 27/28 Sep | Road Rally | Yes | Clitheroe & Dist MC | The Clitheronian Road Rally | Lancs / Yorks |
| 28-Sep | Autotest | Yes | Lancs & Cheshire CC | Chairman's Challenge Autotest | Demon Tweeks, Wrexham |
| 28-Sep | Stage Rally | Yes | PDMC / GPMC | Heroes Stage Rally | Weeton Barracks, Blackpool ? |
| 10-12-Oct | Stage Rally | Yes | Mull Car Club | Mull Rally | Isle of Mull |
| 12-Oct | Stage Rally | Yes | Wigan & Dist MC | The Adgespeed Stages | 3 Sisters, Wigan |
| 12-Oct | Autosolo | Yes | Bolton-le-Moors CC | Bolton October Autosolo | Makro Manchester |
| 12-Oct | Autotest | Yes | Bolton-le-Moors CC | Bolton October Autotest | |
| 12-Oct | PCA | Yes | Bolton-le-Moors CC | Bolton October PCA | |
| Nov | Road Rally | Yes | G & P MC | Preston Regardless Rally | Lancashire |
| 07+08-Nov | Stage Rally | Yes | Manx Auto Sport | Poker Stars Stages | Isle of Man |
| 8 Nov | Stage Rally | Yes | Bolton-le-Moors CC | Neil Howard Memorial Rally | Oulton Park - 8th Nov |
| 22-Nov | Stage Rally | Yes | Clitheroe & Dist MC | The Hall Trophy | Blyton airfield, Lincs |
| 7-Dec | PCA | Yes | Accrington MSC | Winter PCA | Blackburn Services, M65 Jt 4 |
| 7-Dec | Autosolo | Yes | Accrington MSC | Winter Autosolo | |
| 7-Dec | A/T | Yes | CSMA NW | Winter Autotest | |

Key

Confirmed 2014 date Confirmed 2014 date

Date tbc

Championships

Road Rally

Stage Rally

Junior Class = PCA's

Interclub League = All League events

Individual (All Rounders) = All League events

Non Race/Rally = Autotests,

Autosolos, PCA's, Sprints & Hillclimbs

Non Race/Rally = Autotests, Autosolos, PCA's, Sprints & Hillclimbs

‘Spotlight On’

Steve Entwistle

NAME: STEVE ENTWISTLE

BORN: BLACKBURN JULY 1971

LIVES: RISHTON

MARRIED TO SUZANNE, THREE KIDS

WORK AS SENIOR PARTS ADVISOR FOR BOWKER
BMW/MINI IN PRESTON.

CLUBS: HRCR, WIGTON, MCR

HOW DID I GET INVOLVED?

MY FATHER WAS ALWAYS INVOLVED ON THE FRINGES OF THE SPORT, SPENT MY CHILD HOOD HANGING AROUND WITH THE LIKES OF ‘SPEEDY’ IAN HARRISON, THE WORSWICK BROTHERS, BOB BROOKES ETC, WATCHED MY FIRST RAC RALLY AS A FIVE YEAR OLD.

FIRST CAR: WAS A MORRIS COOPER REG NUMBER NMX242E, BUT NEVER DROVE IT! CAR IS

STILL BEING RALLIED NOW! SWOPPED IT FOR A BLUE 1961 MINI REG NUMBER AVH679A, HAD ITS ORIGINAL NUMBER PLATE SWOPPED OFF IT (SRG59) WHICH WAS A SHAME, CRACKING CAR WENT EVERYWHERE IN IT.

FIRST RALLY CAR: MK2 CORTINA GT JRJ352D, AS A NAVIGATOR. FIRST CAR I DROVE ON A RALLY WAS THE EX TUGS SHERRINGTON ‘RACE’ MINI KUV470P.

FAVOURITE CAR: MINI

CARS COMPETED IN: MINI, CORTINA GT, EX-WORKS ROVER SD1, SIERRA COSWORTH, AND SKODA FELICIA, AUSTIN MAESTRO, FI-ESTA, AND MK1 MEXICO

FIRST EVENT: 1991 YORKSHIRE HISTORIC

MOST FRIGHTENING MOMENT:

WESTMORLAND ROAD RALLY IN CHRIS DAY’S MK1 1275 COOPER ‘S’ WITH MIKE WEST NAVIGATING. NEAR THE END OF THE EVENT IN EARLY MORNING SUNSHINE (SUMMER EVENT) WE WERE ABSOLUTELY ‘FLAT OUT’ IN TOP, 95-100MPH, ON A LONG, LONG LEFT HANDER, AND A FARMER APPEARED IN AN OLD VW GOLF ON THE LANE!! WE BREATHED IN AND FLEW THROUGH THE NARROW GAP, NO DOOR MIRRORS ON THE MINI, IF IT HAD THEM WE WOULD HAVE LOST THEM! ACCORDING TO MIKE THOUGH I DID’NT ‘LIFT’! CAME DOWN THE SAME ROAD LATER THAT YEAR ON ANOTHER EVENT, FULLY EXPECTING THE FARMER TO STILL BE SAT THERE STILL IN SHOCK!!



2013 Rally of the Tests



Lakeland Stages Rally 1993



Telford Stages Rally 1992



Plains Rally 1993



2011 Devils

Continued on Page 16

Spotlight On' **Steve Entwistle (Cont'd from Page15)**

BIGGEST ACCIDENT: AS A NAVIGATOR/CO-DRIVER, THE YELLOW BRICK ROAD STAGES RALLY IN A 4X4 COSWORTH SAPPHIRE WITH STUART DARRAGH, WENT OFF IN RABY CASTLE, GOT GOING AGAIN, NO GLASS IN THE OFFSIDE OF THE CAR AND ACCORDING TO STUART AN OSR PUNCTURE, AFTER WE CROSSED THE FLYING FINISH AT 100MPH WE ARRIVED AT SERVICE TO FIND THAT WE DID'NT HAVE A PUNCTURE, IN FACT WE DID'NT HAVE AN OSR WHEEL AT ALL!! END OF RALLY. AS A DRIVER THE BOLTON MIDNIGHT IN MY 1340 COOPER S WITH JASON CROOK, PUT IT ON ITS ROOF AT THE BOTTOM OF 'KINGSDALE'.

BEST EVENT: 2013 RALLY OF THE TESTS, 9TH OVERALL IN OUR EX ROY MAPPLE MINI, THE 2012 CLTHERONIAN WITH MY MAP MAN BOB HARGREAVES, 5TH, AND THE CALEDONIAN 500 BACK IN 2002 WITH MIKE WEST IN MY WORKS REPLICA 997 COOPER, AND THE HARRY AND IVY RALLY IN THE SAME CAR WITH JEFF SMITH, WHAT A FANTASTIC NAVIGATOR THAT MAN IS.

BIGGEST HERO: GOT LOADS, HANNU MIKKOLA, ROGER CLARK, PADDY HOPKIRK, RAUNO AALTONEN ON TO THE LIKES OF CYRIL BOLTON, ROY MAPPLE AND THE LATE BOB BROOKES.

FUNNIEST MOMENT: APART FROM THE USUAL BARE ARSES FLASHED ETC, LAKELAND STAGES WE WENT OFF IN THE CORTINA IN TO A DITCH IN KEILDER, I LEAPT OUT STILL WITH THE INTER COM CONNECTED! AFTER THROWINGMY HELMET INTO THE FOOTWELL, I CLIMBED IN THE BOOT AND WAS BOUNCING UP AND DOWN TO GET SOME TRACTION, THE BACK WHEELS WERE BARELY TOUCHING THE ROAD, ALL THE TIME ,THE BOOTLID WAS BANGING ME ON THE HEAD AND I KNOCKED MYSELF OUT! THAT'S ADRENALIN FOR YOU!

BIGGEST INFLUENCE: LOTS OF PEOPLE, THOUGH MINE AND MY DADS GOOD FRIEND THE LATE BOB BROOKES FROM BOLTON WAS PROBABLY IS THE PERSON WHO GOT ME FIRED UP TO GO RALLYING IN THE 'LANES'.

BIGGEST REGRET: NONE, OTHER THAN I WISH ME AND BOB HARGREAVES AND THE MAPPLE MINI HAD BEEN ON THE SCENE A FEW YEARS EARLIER.

MOST HELP FROM: LOTS OF PEOPLE, MICHAEL ANDERSON, ROB WADDINGTON, NEIL JOHNSON, JON WOOD, JIM BRINDLE, AND CHRIS DAY I COULD GO ON AND ON.

AMBITIONS FOR THE FUTURE: TO COMPETE ON THE RALLY OF THE TESTS AGAIN, AN AMAZING EVENT.

CHAMPIONSHIPS: 2014 HRCR CLUBMANS C/SHIP, 13 ROUNDS ALL OVER THE COUNTRY, WON THE 2012 ANWCC HISTORIC C/SHIP WITH BOB HARGREAVES IN OUR ORANGEBOX MINI

ADVICE TO NEWCOMERS: JUST GET OUT THERE AND COMPETE, DON'T WORRY ABOUT HAVING THE BEST MOST POWERFULL CAR, ITS VERY SATIFYING DRIVING AN OUTCLASSSED CAR AND BEATING BETTER CARS, ABOVE ALL HAVE FUN, DON'T TAKE IT TO SERIOUS AND RESPECT

1999 Morecambe Rally



Vauxhall Rally of Wales



Harry & Ivy Rally



Garstang 4 Preston Motor Club Memorial Rally 13th/14th June 2009

HUDSON On Cilwendeg & More

Well I haven't really put pen to paper for a while despite the old goat (*Maurice*) asking on a regular basis and even supplying a computer when ours went down so here goes my rally round up of 2013 and what the future holds.

The first few rounds saw me Marshall on the Altratech and the VK two top class events run in the lanes of Derbyshire with the Beaver (*Matt Kiziuk*) not much to write about there for us as it has been done to death by others I would like to say from a Marshall point of view excellent info and Marshall packs with a smiling face from every competitor that reached us well done those clubs.

The first event of the year for me was the Garstang and Preston memorial rally an event that I was really looking forward to. The car had undergone a lot of work during the off season with a bespoke wiring loom made by Mark Blunt of M B motors and a new after market engine management system and a quick lick of paint. All there was to do was get her up and running then map it and we would be ready to tackle my local event with Terry Martin in the left hand seat. Slight problem the ecu wouldn't talk to the computer so we had it sent away for a repair to the so called main uk supplier after parting with some hard earned it was returned only to develop another fault with only three days to go.

Frantic calls were made to the Alfa Romeo pilot Jem Dale who by night pilots probably the only modern type Alfa around the lanes to some success but by day is an electrical wizard. After some head scratching and nasa style test equipment Jem confirmed the ecu to be again faulty and he would take a look but the clock was ticking would we have it done in time to cut the story short no we wouldn't and after the decision being made by Lee Jones of Newton Motorsport at midnight on the eve of the rally that the new loom would be disconnected and removed and a standard 16 v loom and ecu replaced until we could get it sorted properly. We also had a slight problem in that the car needed an mot and tax so we towed it round to the test station at first light for the test she sailed through as all parts had been either replaced or overhauled so at least no drama there. At 6pm the car rolled out of the Workshop and headed up the road to scrutineering at Myerscough College. What possibly could go wrong? Yep you guessed it we failed on noise. The exhaust was a brand new item

bought and supposedly made for road rallying after a bit of tweaking and the officials at GPMC helping hand we where through and ready to roll. Terry soon had the route plotted and we where ready to go after a short run out we were soon away the car felt flat but at least we were having a crack the first half was all local to me and we made good time reaching petrol leading the event but sadly things weren't to be as we developed a miss fire then got stuck behind Bruce Murgatroyd for miles costing us even more time - but hey oh that's rallying I suppose. We ended up in the top ten so not bad I suppose but could of been better.

Next up was the Countdown this time the car had the new ecu and loom fit this time I would have Ian Farnworth in with me .The week running up to the rally the car was sent for mapping and returned with a bad oil leak (either I'm jinxed or the car is) this then saw us removing the gearbox and sump to replace the seals and gaskets midnight again on the eve of the rally this time with a gearbox and a crank out. Ive figured out that my little Peugeot doesn't either like me or being thrashed typical a woman!!!.

We made the start and passed scrutineering this time with noise being 90 db same exhaust nothing done to it strange that but hey ho. We started behind Pete jagger and Maurice on this event and spent most the evening passing them but then pulling over to let them back on their minute. I'd like to say we did well, but we didn't. The lanes superb the route superb the bit we managed we had missed an MTC before petrol technically making us otl and from them on the wheels fell off not literally of course so we called it a day rather than risk wrecking the car. Ian did a great job and to be fair I think he enjoyed it he still talks about our overtaking manoeuvres to this day and my prowess of off road driving lol ! That certainly was one way of getting a code board whilst overtaking.



Next up for us was the Cilwendeg in west wales this time partnered by Jason Crook. This rally is one of my on the to do lists so I was certainly looking forward to it. We were seeded at car 26. Last in the master class. Check that out the only novice who has yet to win a pot classed as a master. They must of been frightened lol. I don't think so !. We had the van loaded and all set out to welsh wales, myself, Phil the fish, the beaver and Jason crook first stop fuel station, fill the rally car and the van. The van wouldn't restart. After disconnecting the trailer we had the van bumped off and was away finally reaching Newcastle Emlynn at tea time sailing through noise ect and all signed on. What an experience the whole start venue was. A massive entry with some of the fastest men in the country all coming together to try and take the famous Cilwendeg rally trophy. Even the police where there supporting the event with a quick few words from them at the driver briefing explaining the do's and dont's with regard to driving standards. We where finally away and into the first test something of an experience to say the least with the first 25 miles being run on gravel tracks farm yards and fields. Mind blowing to say the least. We made all the special tests and by the final one we set one of the fastest times of the night on it. Our only claim to fame. Next up was the road sections we where going pretty well until a slot into a farm yard and down a white had me lose the brakes. The end to our rally. Absolutely gutted but still smiling from ear to ear. The best rally I have ever done and a must for anyone lucky enough to get an entry. I'm sure I'm speaking for Jason as well we will be back.

That was it for me this season due to work or family commitments other than marshalling on the Clitheronian and the Illuminations both quality events and hopefully signs of lessons learnt from Morecambe Car Club. Keep up the good work folks.

One last run out. Again partnered by Jason Crook we were course car for the Primrose Trophy run by The Beaver and Maurice for novices pairing up novices with experts with great success. Hats off to you guys a sterling job. All who took part thoroughly enjoying themselves (including us) what a route, this time my car never missed a beat. Thats it for the year for us and next year will see me partnered by James Chaplin enter the Legend Fires Northwest stages. Should be a bit of fun and the Manx National later on in the year (Nav needed for this if anyone is daft enough)

I will be back to challenge Alex Willian for that first place on the Memorial and also the Clitheronian but I'd say those two will be the only road rally's I'll compete in but I will Marshall the rest to keep and eye on all the fellow Blacksheep. Good luck to you all.

On another note - some may be aware that our entry lists this year have been missing one name, my old mate Paul Brereton he has been sidelined with illness I hope this next year sees him make a recovery enough to a least have a couple of runs out in either the historics or road rally classes as I, for one, am missing the craic mate. Take care.

Steve Hudson



Hi Guys. Still waking up each morning so things may not be too bad. After 4 months of annoying illness which is destroying my rallying, I just want to wish all of you a Very Special Christmas and an equally Wonderful New Motor Sporting New Year and to thank you all for your good wishes for my recovery which have been really warm and genuine. I am grateful to have been involved in our sport and to have made so many real friends over the years. To Old Grumpy who has been so un-...grumpy about the stuff he forces me to write in SD34 Newsletter and almost managed a smile once about playing out with me in the Mark 1 Escort. Thanks Moz for some amusing experiences as we try to learn a new (to us) sport in the historics which we have really enjoyed. Now the Old Git is getting Grumpy again because I can't tell him when I will be back up to match fitness ! I do hope I can get back to it soon. I don't think retirement is for me. Just hope 2014 is better than 'lucky old 13' has been Good Luck and Good Wishes One and All

Paul Brereton - The Barrow Taxi



Illuminations Rally

Morecambe Car Club have had a hard year for road rallying. Last Years Illuminations was cancelled and reset for early in 2013. Additionally, there was the very sad death of Cath Simpson who delivered huge input to the marshalling part of Morecambe Car Club. Her husband Richard (Bob) was obviously very hard hit by this tragedy, and he also put a lot of time into previous Illuminations events.

With all this having occurred, it was always going to be difficult to run a second Illuminations at the end of 2013 but that is exactly what Derek Shepard and the team have managed.

The entry was disappointingly small with only 22. There may have been some anxiety whether the event would run and hence alternative activities/events were booked instead. This is a shame as the Morecambe Illuminations is one of the oldest events on the calendar and will be lost if it fails to run too often

So on the day of the event, we all turned up at Caton and started the plot. This was a combination of information, mainly map references on several sides of yellow card plus all the route checks displayed as diagrams together with 'Not As Map' (NAM) numbers.

There were several errors which lead to some confusion during plotting. We were lucky to be running down the order at 17th so the mistakes were being mainly resolved by the teams near the top of the list. Derek was very good, coming round with updates on various omissions and full of apologies.

We were quite slow to finish and didn't leave sufficient time to get to TC1 (Time Control 1). After a fast blast to try and catch up some time, we were informed at TC1 that someone had illegally chained two of the gates on the first sections, making them un-usable. The route was cut to start at TC5, a real shame as the roads on TC1-4 looked excellent on the map.

At this stage the rally did not have a good feeling and we wondered whether the rest of the event would be similarly dogged with problems.

Fortunately this was not the case, the rest of the route ran without further issues.

Our times seemed to be good, and we were keen to build on the previous success at the Clitheronian Rally. This, of course, is always a disastrous expectation. So at this point in the route, we reached Shap Quarry. I had been round the quarry several years ago as a 12 car navigator on a Kirkby Lonsdale event. I warned James that it was very easy to get lost and the road was like driving on the surface of the moon.

We set off and turned left at the T junction (WRONG). We then went on a detailed tour of the 15MPH speed humps around the very centre of the quarry, and I became concerned that the quarry security would be after us soon! Eventually we back tracked and spotted another car. Mistake 2 then followed. Never assume the other car is on the right route, and they weren't.

So we ended up blasting along a moonscape road (which seemed familiar) for 1/2 a mile straight up to a locked gate. Turned around and back tracked (again). Eventually got back to the original T junction and went straight on (which would have been a turn-right from the start). This was now the right route and we seemed to exit the quarry in a matter of seconds. The escapade lost us 5 long minutes, destroying any chance of an impressive result. Local knowledge was essential for the quarry and we just didn't have it (have now though!)

As is often the case, you can really start to enjoy a rally when something like this occurs as the pressure for a result is removed.

The remainder of the event was excellent, around some really top roads. We made another minor mistake near the end of the rally by going left up the huge, wide driveway to a farm on a hill. Straight through the farm yard and into a field! Gingerly I back tracked to try not to add to the disturbance we had caused. I had put on the bright interior light before starting the section and could not see clearly up the farmers driveway. The road we should of taken (to the right) looked like a track or driveway, with a sign post to a house. We had been sat at the start for several minutes and I should have checked the map for which road to take. So two more minutes lost - must do better.

Finished the event and had an excellent breakfast, James even went for the beer option!

The results were compiled very efficiently, sadly helped by the lack of competitors on this years event.

Remarkably, we managed 7th overall and 2nd in class. Normally this would have been impressive, but with only 19 cars starting and only 14 managing the whole route, the result was moderate.

Congratulations to Pete Tyson and Neil Harrison in the super fast mini. I'm amazed the way they can keep the car fast and reliable, especially down the very rough white in this rally!

Also congratulations to Myles Gleave and Jason Crook in the Pug 205. They were kicking themselves for a relatively trivial mistake that cost a minute and hence cost 1st place.

However, with the 7 minutes deducted for our trivial errors, our time would be very respectable. That, of course is what may-have-been. The reality is that we must do better on the next event!

Top marks to Derek Shepard and all of the team. It was a brutally cold night for Marshals and they did the job perfectly and with great cheer.



Illuminations Rally

The 19th and 20th November saw the second running this year of Morecambe Motor Clubs Illuminations Rally. The first running was in April, which was in effect a postponement of last years.

The Lummies, as it's known, is dripping in History having been on the rallying calendar since 1955 and was one 'THE' events to do back in the heyday of Road Rallying in the 60's 70's and 80's. Lately however it's struggled for a variety of reasons, losing its once superb reputation with some poorly organised events.

It does however have one major blessing (apart from its history) it uses some of the best roads in the Country. MCC were determined to claw back their good reputation and had worked hard this year to make sure the event stays on the calendar, we thought it only fair to support them and decided against doing the popular Dansport Rally (Derbyshire) the week before to leave room to do the Lummies. A number of people though were not convinced and the entry was fairly low, only 22 Cars lining up for scrutineering in Lancaster.

The first puzzle was where was the noise check?, the finals told us it was at the same Map reference as Scrutineering (it was last time!), but nothing was to be seen, we eventually found it a few hundred yards down the road around the corner. Still we passed Ok and got through the scrutineering, conveniently placed in the Showroom of the title sponsors David Ian Skoda.

We signed in the showroom, but there was no timecards or route instructions given out (as advised in the finals). I expected they would be given to us at the start HQ, The Station Hotel at Caton.

Nothing seemed to be happening for a while either, but eventually the Clerk of Course Derek Shepherd appeared with a clutch of envelopes and gave them all out at the same time. The amusing thing about this is everybody then started plotting at the same time, so the pub was full of drivers reading out map references while navigators plotted, I found this somewhat distracting, as I kept listening to the moans and groans coming from everyone. Moans mainly because there were some serious errors apparent in the plotting, a few last minute diversions had not been followed through properly and the plots often just did not work, leading to dead ends, non existent controls, NAM diagrams with the wrong numbers and RC's marked in the wrong place. Derek had his work cut out trying to make sure all the errors were picked up and everybody had the right instructions (even if they didn't always plot it right!). We were allowed about two hours to plot, with a 151 MR's to deal with this was fairly tight, but with the errors it was a struggle to get it all down before it was time to set off for MTC1 which was about twenty minutes up the road near Burton in Kendal, in the event I plotted the last of it on the M6 heading north and was somewhat relieved to finally get started. Except we didn't...!. Just as we were arriving a marshal waived us down and advised us there was a diversion to TC5, the first few sections had been scrubbed as a Farmer had decided he owned the road and had padlocked a gate!. Jeez this could only get better.

Fortunately, it did, much better. The scrubbing of the first four sections gave us time to collect our thoughts, do a final check of the route and sort out the 'office'. TC5 was a little further north near Crooklands and the route headed north east then through a number of route checks and TC's 6, 7, 8, 9 in the yellows to the north west of Kirkby Lonsdale. A fast run up the narrow lanes of the Lune Valley took us through TC10, all sections so far had been cleanable for us and we had no missing RC's, though it was hectic stuff with short sharp sections. Heading further north through TC11, two NAMs brought us to TC12, and on further north looping around Killingworth lake, more RC's NAMS and TCs kept us on our Toes. The short sharp section between TC14 and 15 near Millholme dropped us our first minute as Jeremy Dale in the Alfa caught us. TC16 was cleaned then on to TC17 through Tower Farm and down the White under the railway line near Kendal with a timed to the second section, I have been through this farm a few times on special tests on Historics, so knew the lie of the land we dropped just 57 seconds. Though I was alarmed to see the Marshal didn't sign off any codeboards, fortunately we were in a neutral and had time to go back and get it sorted. The problem lay in the way the time card was layed out, I was using the space marked 'competitor use' to put the codes in, the Marshals were looking in another space in the same column as the times. Setting off again the next section was very tricky with a couple of rough whites and some very tricky slots, one of which caught us out and we found ourselves making an unscheduled trip into a farm yard and then dropping a bit more time behind the Cortina of Paddy Jones and Tony Longstaff one of the few Historics cars out, the whole mess costing us over 4 minutes.

Setting off again the next section was very tricky with a couple of rough whites and some very tricky slots, one of which caught us out and we found ourselves making an unscheduled trip into a farm yard and then dropping a bit more time behind the Cortina of Paddy Jones and Tony Longstaff one of the few Historics cars out, the whole mess costing us over 4 minutes. Heading still further north up the Lune valley we seemed to have a duff time at the next control TC20 dropping a further 4 minutes, the next section was another short one just 2 miles (4 minutes) leading to the A6, but was packed with no less than 8 passage controls!,

I couldn't quite believe it when we got to the end at TC21 and I checked our due time against the time we left TC20 and we had cleaned it!. (A check on the results at the finish confirmed to me that our time at TC20 was 2 minutes out due to a badly written 6 read as an 8, so what we dropped in the first section we gained back in the second!). A quiet run up the A6 to Shap brought us to the bottom of the classic Waters Farm White, a road we know well now. Starting just after the railway bridge we used the full length up the twisty narrow tarmac white, over the crest, 90 right and on through a passage control in the farm yard and out up the rough track to the hairpin left (don't cut!) on to the wide Quarry road over the M6 long fast ninety right down to the gate 90 right through the gate and left again up to the end of the B6261 and back across the M6, slot left down the yellow at Hardendale and into TC23 staying clean... brilliant!.



Continued on Page 21

Illuminations Rally *Cont. from Page 20*

Off again heading south now and in the gap between each carriageway of the M6 then west back under the north bound carriageway and into the narrow and twisty yellow around Bretherdale with a bunch of route checks dropping just 18 seconds at the last control before Petrol. The Petrol halt at Tebay Truck Stop gave us plenty of time to have a Coffee and a snack, it had gone pretty well so far and we were just leading the Class by a few seconds over Matt Broadbent and Peter Littlefield and lying 6th overall. Jem Dale and James Chaplin in the Alfa had dropped back 5 minutes having got lost in the Quarry at the top of Waters Farm.

The second half started just south of Tebay on the yellow near Low Barrowbridge, there was a problem here as there was nowhere to pass and as we didn't all arrive out of petrol in the right order there was chaos as people tried to take their right minute pushed past those waiting. Fortunately we got away on time but threw it away on a wrong slot, going straight on into a white when the road went 90 left, the error was compounded as it dropped us behind the Cortina again and there was nowhere to pass, 2.56 dropped more than 2 minutes against our closest rivals. Another 1.04 went before TC32 near Shackla Bank, a neutral to TC33 near Middleton Hall, then south down the yellow towards Barbon. We expected TC34 near Barwick Hall, but with ever rising worry never found it. We weren't the only ones either Matt and Peter followed us into Barbon and looked as puzzled as us. All we could do was keep going we eventually found TC35, where I expected, but it only confirmed to us we had missed TC34, I double checked the map reference, but my plotting was right, very puzzling. the short sharp section to TC36 near Barbon Park dropped us 2 minutes, but I'm not sure where it went (another misprint?). South now towards the junction with A59 and TC37 near Whoop Hall then a quiet through Kirkby Lonsdale to TC38 behind the Garage west of the Town. A hundred yard straight then a double slot 90 left caused us a problem, Steve missed the second left, realised a few yards down the wrong road, then reversed back straight into a very hard stone bank between the two slots!. Ouch!!. As we set off down the right road, there was a horrible scrapping noise, the back bumper was smashed and catching on the NS rear Tyre. We had no option but to stop and bray the remains of the bumper off the car as it would have quickly ruined the Tyre. the whole episode costing us a minute and Steve a new bumper and rear light cluster!. Heading south the route had a final fling through Wittington and Newton and down the Gunnerthwaite White, before MTC4 at Storrs Hall, with a gentle run down to Caton for Breakfast. A discussion with Derek Shepherd solved the mystery of TC34, it was exactly half a grid square west of where I had plotted it, but the MR in the instructions was wrong due to a spoonerised figure, it therefore got scrubbed... phew!. Final results saw us 8th overall third in class on 17:19, both Matt and Peter, and Jem and James had a much better second half than we did, taking 6th (13:04) and 7th (14:10) overall respectively. Pete Tyson won in the Mini (3:30) his second win on the Illuminations this year!.

Only 12 of the 22 starters finished a tough but, I think in the end, a fair event with a cracking route. Well done MCC, we will be back next year, but please check the Map references more thoroughly next time!.

Ian Mitchell : Clitheroe & DMC



Mini Cooper Register Northumberland Borders Rally

Kirkby Lonsdale MC member Graeme Cornthwaite and Hadrian MSC's Ali Proctor have won the sixth running of the Mini Cooper Register's Northumberland Borders Rally which was held on the 23rd of November. In 130 miles of competitive rallying, including half a dozen special tests on private ground interspersed by regularities, they incurred just 6 minutes of time penalties and no fails to finish ahead of Mini Cooper Register (MCR) crew of Barry Bradley and Stewart Lawrence with 28 minutes and an equally fail-free run. Third place went to MCR member Jeff Pratt teamed up with Sam Spencer, up and coming navigator from Malton MC, who were in close contention to Graeme and Ali for most of the event finishing with just 10 minutes of penalties but picked up a fail for a missed route check early on. In the Newcomer class, father and son team Derek and Nick Wilkins from the MCR put in a super consistent drive in their '62 Cooper to take top honours with 35 minutes and two fails. On the Tynedale Rally, a 12-car event for novices that is run alongside the Borders, the MCR's Stephen Reynolds partnered by new nav. David Batty overcame a bout of the dreaded *mal de nav* to run out as winners with 38 minutes and just the one fail.

The Borders is a mini-only Clubman status navigational road rally open to members of invited clubs including the Historic Rally Car Register. Organised by the Newcastle and Durham Region of the MCR, in conjunction with dedicated members of the local motor clubs, Hadrian in particular, it boasts top names amongst its former winners and has a growing reputation as the event for classic mini rallying enthusiasts to do. The rally's main sponsor is YBracing - one of the world's largest suppliers of OMP motorsport equipment. For more information and a full results breakdown visit www.northumberlandbordersrally.co.uk

Niall Cook

NEIL HOWARD MEMORIAL STAGES RALLY

OUTON PARK - 23rd November 2013

Coffey steals victory on final stage for second win in a row

Manchester-based solicitor Graham Coffey made it two wins in a row as he beat Legend's Fire owner John Stone to victory at the 2013 Neil Howard Memorial Stages at Oulton Park on Saturday. In a tightly-contested rally, the Subaru Impreza of Coffey's came out on top against Stone's Skoda Fabia WRC by the slenderest of margins; as just 2 seconds ended up separately first and second. David Turnbull and Robin Shuttleworth in Subaru Impreza WRC S11 rounded off the top three. The BMW E36 of Mark Jones and Christopher Brierley finished fourth, slightly ahead of Damian Cole and Susan Wright in a Ford Escort. Alan Oldfield and Steve McNulty finished sixth, while the Ford Escort of stunt driver Paul Swift and co-driver Jessica Bell piped the Escort of Paul Evans and Lol Powell; who had finished second last year, to seventh place. Dr Ian Rowland and Lynn Rowland in an infamous MG Metro 6R4 and Adrian Spencer and Mark Hewitt in a Subaru Impreza rounded off the top ten.

It has been such a fantastic event, the car is awesome – Victoria Myers, Co-Driver to Graham Coffey

On the final day of racing at Oulton this year, Steve Simpson and Mark Booth, set the early pace, and looked incredibly fast in their Subaru Impreza. Not bad considering they had been on the reverse list until the week before. They won three of the first five stages and took a commanding, but slender lead. After three stages he was six seconds in front of John Stone and eleven seconds in front of Coffey who trailed in third.

Further victories on Stage 4 and a second place finish on Stage 5 increased his lead further, and it looked like a question of when, not if, his name would be carved on the Neil Howard Memorial Stages trophy.

But then disaster struck and the rally was flung wide open. A turbo failure saw his retirement and left Stone to fight it out with Coffey for top honours.

Stone put a disappointing Stage 4 behind him with victories on Stage 5 and 6, ensuring that he had a slender lead over the reigning champion going into the final stages of the day.

An unfortunate miscalculation of the stage miles on Stage 7 saw Stone and Coffey record identical times, although the former went into the final stage still two seconds in front. It was increasingly looking like it would be disappointment for Coffey and his rookie co-driver Victoria Myers, despite recording consistent times and being within the top three throughout.

As darkness started to fall though, the legal eagle swooped. A time of 6:13 was set, leaving Stone to attempt to either match the time or be just 3 seconds or less behind him. If he managed that victory would be his. As it was, his fire was well and truly put out. Despite pushing hard, he struggled to match Coffey's time and lost in the cruellest of fashions.

A time of 6:17 wasn't enough, and in a sense his poor showing on Stage 4 came back to bite him. At the end just 2 seconds separated the top two, as Coffey pulled off an incredible victory to retain the Neil Howard Memorial Stages.

An elated Victoria Myers, co-driving on her first ever event, said "it has been such a fantastic event, the car is awesome. Thank you to Graham for an amazing opportunity; not many people get a spin in a WRC car so to do my first event ever in one has been brilliant!"

The closeness of the drivers was replicated throughout the top ten with just three seconds separating sixth and eighth.

While Group D, drivers dominated the top of the overall leader board, there were class wins for Graham Gibbs, Matthew Roberts and Chris Roberts.

Graham Gibbs took victory in Class A and thirty-fourth overall, in a Proton Satria, beating Phil Kendall and Sam Williams (Vauxhall Nova) and Danny Brown and Darren Riley (Vauxhall Astra).

Class B was won by Matthew Roberts and Emyr Owen, in their Citroen Saxo, who finished over twenty seconds ahead of their nearest rivals. Lee Farrer and Kate Ellis (Ford Puma S1600) took second in Class B with David Burns and Steve Hallmark (Vauxhall Corsa) finishing twenty-fifth overall and third in Class B.

First in Class C and sixteenth overall went to Chris Roberts and Ben Roberts in their BMW E30. They finished seventeen seconds ahead of second in class finishers Kevin Williams and Andrew George (Escort Mk2) and Lee Edwards and Ben Crump (Ford Escort), who rounded off the Class C podium with a twenty-first position overall. Yet, ultimately it was Coffey's narrow overall victory which will prove to be the main headline of the day, as he became the first driver since Gwyn Thomas in 2002 to retain the trophy. The drama of the last two stages, where Coffey pipped Stone by just two seconds highlighted the closeness of the rally and the calibre of all competitors.





Bird's Grizedale Jinx Continues...

After coming within four miles of winning last year's Coppermines Grizedale Stages Rally in his native Lake District, Cumbrian rally driver Paul Bird saw his Grizedale jinx strike again when he was forced to retire within sight of the finish on the penultimate stage today.

Bird, from Langwathby near Penrith, was hoping to add to his victory on the 2009 event and in the mildest conditions for many years, held third place after the opening two stages in Dunnerdale just four seconds off the lead.

Co driven by Welshman Aled Davies, the Fuchs Titan, Rapid Solicitors and MAC Tools backed Frank Bird Poultry Ford Focus WRC07 pair flew through the first of the Grizedale stages to take the battle to last year's winner Alex Allingham (Subaru Impreza) and former World Rally Championship star Matthew Wilson (Ford Fiesta R5).

But it was in the second of the two Grizedale stages that the British Superbike and MotoGP team owner came to grief when a holed radiator spelled the end of this year's bid for honours in the Dom Buckley Motorsport IRS prepared car.

Paul Bird: "We'd had a good clean run without any major problems but with a mile to go on SS4, I cut a corner and a huge branch from a tree on the inside was waiting for us. It went through the radiator and intercooler and that was it, the temperature shot up so I had to park it there and then. I said after last year's event, I couldn't believe my luck and here we are again. This forest certainly hasn't been kind to me over the years and once again my Grizedale jinx has struck!"



Allingham Silences Grizedale Giants

Stalybridge rally driver Alex Allingham and his Barrow-in-Furness based co-driver Chris Williams rounded off their excellent season in fine style on the Coppermines Grizedale Stages by finishing 2nd overall, but more impressive that they finished just 46 seconds behind ex World Rally Championship driver Matthew Wilson over the 40 mile event, just 1.1 seconds per mile down on the ex professional driver in his brand new works developed Ford Fiesta R5+. Driving the **Riverside Property Services** backed Subaru Impreza N10, the crew who only came together 9 months ago backed up their claim as possibly the fastest Production Car team in Britain at present and their results that has seen them finish on the podium 4 times in 8 events by pushing Wilson's Fiesta close all day through the Lake District forests.

The **Kumho Tyres** backed team immediately set to work with an impressive time on the opening 2.44 mile test in Broughton Moor forest putting them second overall just 1 second behind the more powerful Ford Focus WRC of previous event winner Paul Bird and an incredible 3 seconds ahead of Wilson and ex Petter Solberg co-driver Chris Patterson. The second stage, an exact repeat of the first was where Allingham and Williams really showed their intentions, setting another second fastest stage time, only to be beaten by a second by Wilson but taking 5 seconds from Bird meaning they found themselves in the outright lead of the event Allingham won last year in sub zero temperatures.

Although Allingham and Williams led the event, the main part of the rally was still to come and 35 miles of Grizedale's unforgiving roads awaited crews as a bright sunny morning gave way to a more gloomy overcast afternoon. The **Richard Allingham Cars** backed crew set off into the first Grizedale stage knowing they would have to put in a strong performance over the rest of the day to fend off the chasing pack of more powerful World Rally Cars. Allingham and Williams stopped the clock at the end of the 9 miles of Grizedale North just 6 seconds slower than Wilson, again second fastest and equalling the time of Paul Bird but relinquishing their lead to the tune of 4 seconds.

Continued on Page 24



Continued from page 23

Unfortunately the **Higgins Rally School** backed pairing slid off the road momentarily, dropping vital seconds to their rivals but fortunately causing no damage to the car. As crews returned to the only service halt of the day Allingham and Williams now found themselves 15 seconds off the lead and now what had become a comfortable 2nd overall by over a minute after a branch found its way into the intercooler of Bird's Focus and forced him to retire.

An upbeat Allingham said, 'We've had an excellent morning. We were surprised to see us leading the event after the first two stages considering the calibre of machinery that is here this weekend. I think we're now 15 behind Matthew but comfortably ahead of anyone else. It seems Paul Bird has retired which is a shame, we were enjoying the battle. It's not all be plain sailing ourselves either, we were very lucky to get away with a slight off road excursion towards the end of that last one. I misheard a note from Chris and we entered the corner with a little too much speed and ran wide off the road. Fortunately there was nothing solid in the ditch and undergrowth for us to hit or cause damage and we were able to regain the road under our own steam and not lose that much time. There's one final stage remaining and it's 16 miles. A 15 second lead isn't a comfortable margin with a stage of that length so we'll have a big push and see if we can nick the victory!'

Chris Williams
Clitheroe & DMC



U17MC & AMSC AutoSolo & PCA at Darwen Services December 8th

After the weekends motorsport events at Blackburn with Darwen Services two local youngsters have take top places in the North-west Driving Championships for the under 25.

The best 10 events counted from 3 different types of motorsport, many events only cost £25 to enter in a standard road car. Both drivers have used

Falken road tyres in this year championships.

Hazel has also driven on six stage rallies across the north of England and has also finished 1st Junior Rally Driver.

Hazel would like to thank Dad for the car, but the Co Drivers and support from Simon at Grange lane Garage, Accrington, Tim at RVL Rally Services and Falken Tyres, this support makes motorsport possible.

For 2014 the entry is already in, to drive on the North West Stages which again will be the first major rally in the 2014 championships, Hazel and Steve Butler will be competing again in the Mighty Micra rally car - purple one this time!



Images Courtesy Daniel Walton

www.dwmotorsportphotography.com

A tale of five events in four weeks from Steve Butler.

There was no way I was getting out of doing at least one report for this auspicious journal, so you're getting all five!

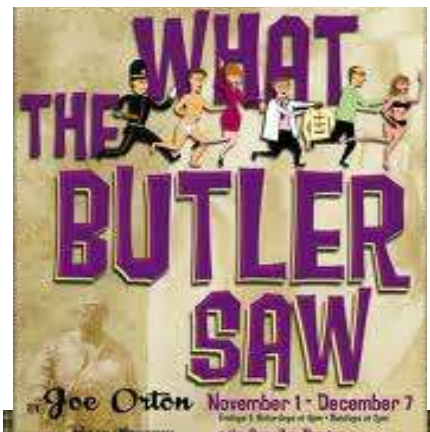
16/17 November – Matlock Motor Club Dansport Road Rally.

Another first class event from Matlock on the lanes of map 119 and very much in the Kick Energy mould. Start and finish at Robinsons in Chesterfield, where they put on a cracking breakfast, so the first order of business was to get to the finish. Something we failed to do on the Kick Energy due to brake failure (Paul somehow managed to get us home without using the brakes – it was probably for the best that I slept most of the way). Anyway, the Dansport. Out again with Paul in the Proton and seeded 26. Lots of plotting to keep me busy before the start and then the rest of the route was provided at MTC 1 after which we had 90 minutes to get through the first test at Chez Perez for a run around his back garden (thanks again, Steve) and then a run out to a car park next to the Middleton Moor quarry to complete the plotting. The first section was through the quarry and all was going fine until after about a minute in and we hit the fog. The next thing we hit was a bloody great pothole at full tilt, unsighted due to the fog. Thankfully the car was driving okay, which is more than can be said for a couple of cars we saw later in the quarry. The fog was to set the tone for the night and we never seemed to be out of it. We also suspected that the force of hitting the pothole must have affected the headlamp alignment, because visibility was virtually zero. Spots were a no-no and the dipped beam was just glaring back. There was no way we could make any reasonable progress and we were dropping time all over the place. It was mildly entertaining allowing cars to come past us after they had followed our lights for a while. They would come flying past only to jump straight on the brakes as they realised it wasn't so easy when there were no lights to follow! As ever, it was a cracking route with a good mix of roads and sensible use of whites. Just a pity that we couldn't really get a move on and enjoy it – it's the first time Paul's been frustrated by something other than my navigating, which was also made more difficult since most of the time I couldn't see anything and had no points of reference. Still, we somehow managed to get round with only a couple of missed slots. Things didn't get any better in the second half, and probably got worse. We were getting close to OTL and for the first time in as long as I can remember we had to cut towards the end. Luckily, between TC23 and 24 there was a loop taking in a longish white that we could miss out. It meant missing a couple of boards, but it would allow us to make up some time and stay within OTL. We ended up 25th overall – who knows where we could have finished if we could see where we were going! Hat's off to the top finishers, they must have x-ray vision, or use the force! A frustrating night for us and would have been brilliant without the fog. Another slick event from Matlock and well marshalled – a big thank you to the organisers and marshals, and again to Steve Perez for the use of his grounds.

Next up – 23 November – Clitheroe and District Motor Club Hall Trophy Stage Rally.

This time, co-driving for Hazel Johnson in a 998cc Micra at Blyton Park. Today's challenge was for Hazel to beat her dad, who was also there in another of his 1 Litre Micras. Not only for the obvious reason that it's her dad, but also because I needed to beat Dave Barratt, Steve's co-driver, for honours in the SD34 stage rally championship. Okay, it was a tall order, but to be fair the Father and Daughter were only a few seconds apart on some of the early stages. Steve changed tyres after the first few stages to some Pirellis that were a different profile and offered better acceleration. We followed suit, but by this time we were losing ground. The stages got quicker as the morning dampness dried off and the fast flowing layout meant we could get some speed up, even in the Micra – 80mph at one point! In the afternoon, cars shuffling around in the order for one reason or another meant that we were on the stage at the same time as Steve and Dave. At one point, Steve was right behind us looking to overtake, but Hazel was having none of it. If you ask him, he'll say that he didn't want to push it because he didn't want to end up with two cars to repair! Needless to say, Hazel has a different view. The long back straight leading to a long right hander showed that the cars were evenly matched. Despite my encouragement, Hazel was reluctant to take the bend in fourth and Steve took the advantage and shot past on the inside. I won't say what Hazel called her dad at that moment! Our only incident of the day happened on the first stage of the afternoon. Having reminded Hazel that after the first (muddy) hairpin out of the start control we would have mud on the tyres and therefore to be careful on the first bend, we ended up pointing the wrong way anyway. After a deft J-turn, flicking a cone directly into the middle of the track, we were pointing the right way again. It does no harm having a Dad who's a champion autotester to teach you these things. Speaking of whom, Steve was the next car behind us and was left with decision of which way to go around the now errant cone. Pity he didn't think he was still autotesting and do a 360 around it! In the end, we finished (last) about two minutes behind Steve, but were only two seconds apart at one point, stage 4. It was a thoroughly enjoyable day nonetheless. I might be biased, being a Clitheroe member, but this was a first class event, with slick organisation and superb stage layouts which tested speed, bravery and technical ability. A big well done and thank you to Chris, Heidi and the rest of the team, and of course thank you to all the marshals, radio crews and recovery. In my opinion, this is one of the best SV events in the calendar and we'll be back.

Next, back in the Proton with Paul on the 30th for the **Beverley and District Motor Club Maple Garage Beaver Rally**. This will be a fairly short report, because I've blotted most of the event from my memory for reasons which will become obvious! We haven't done this event for a few years, but it's always been a good, well organised rally.



What the Butlers Saw : Continued from Page 25

The plot and bash has been moderately tricky in the past, but this year we were assured that it would be made more straightforward – and the organisers were true to their word. The plotting was indeed relatively straightforward, sadly that didn't help me in the slightest. Starting at Maple Garage, just East of Sproatly, North East of Hull and finishing in the historic town of Beverley the route took us along the more interesting roads on maps 101, 106 and 106, taking in the occasional white and four special tests, twice through a very muddy quarry and twice around the property of a generous local rallying enthusiast who's name escapes me. Things started badly for us on the first section when we turned right at some point and I thought it was a slot right. It wasn't and the slot we wanted was missed and we went careering onto a white. "This isn't a yellow, is it?" says I. "Doesn't look like one to me" says Paul (I paraphrase – what he actually said is unprintable). "It's supposed to be coloured road only" Says I. The conversation went downhill from there. We managed to get back on the right road, but dropped a shed load of time and put us right out of contention of any kind of decent result. Anyway, onward and downward. It didn't really get much better before petrol. I've lost count of the number of wrong slots. There was a slight improvement in the second half, and I seemed to have got my act together. But by this time Paul had lost the will and we were just going for a finish. To be fair, it was worth it in the end, because the breakfast was superb! We ended up 20th out of 25 finishers - could have been worse I suppose. This was yet another well organised rally in the tradition of the Beaver. Thank you to the organisers and all the marshals and I'm sure we'll be back. To be honest, I need the practise!

5 December – Clitheroe and District Motor Club Primrose Trophy Navigational Rally.

Earlier this year, relatively new member Matt Kizuik had put a proposal forward to the Club that he would like run a 12 car series. Ambitious plans, and his enthusiasm was welcomed with open arms by everyone at the club. Aided by your erstwhile editor, Mr Maurice Ellison, the plan came to fruition in the form of the inaugural Primrose Trophy Navigational Rally. An evening 12 car of 40 odd miles, starting in Garstang and finishing at Glasson Dock. The format was aimed at encouraging novice drivers and navigators, so the rather excellent idea was formed to pair up novice navigators with expert drivers and vice versa. I was paired up as an expert navigator (although on the evidence of my Beaver report.....) with David Tudor. David has done a few autosolos, but no rallies whatsoever so everything was completely new to him. The start was at the Brockholes Arms, Catterall and we were straight into it from signing on, with plenty of plotting to get on with. From what we had been given, the route was clear. All that was required was just filling in the blanks with the location of time controls, NAMS and passage checks. We would have half an hour for that from MTC 0. Neat format. The route took us through Claughton, towards Beacon Fell, through the tricky tight section at Brookhill, out towards Oakenclough, back West to a very familiar NAM near New Hall Farm (we used it on the Clitheronian, the other way), North towards Pedders Wood and then towards Abbeystead. Up to the top of the Trough, left to the NAM at the Tower car park, quiet through Quernmore and a couple of loops before heading Westward and then up the A6. Then across to the A688, a quick loop through Upper Thurman and to the finish at Glasson. Cracking little route. A pity we only got about a quarter the way round before driveshaft failure. Still what we did was eventful and a good learning process for David, what with a missed NAM, a hold up caused by a tractor and a couple of missed slots, all within about 10 miles. Well, that's rallying. The driveshaft failure meant a call to the AA, but we couldn't describe where we were and apparently, they don't do map references. A quick call to Steve Johnson who was marshalling at the next TC with Dave Barratt and we managed to get a tow back to a convenient point on the A6, whereupon we abandoned David to wait for the AA and headed to the finish for pie and peas and a pint. Sorry David! Despite failing to finish, David thoroughly enjoyed the experience and I'm sure we've found another road rallying convert. Hearty congratulations go to Matt and Maurice for putting on an excellent event. The organisation was slick, paperwork all spot on and all controls well marshalled (or so I'm told, since we didn't visit them all). Perhaps one or two rough edges to smooth out. I think the results team (thanks again, Chris and Heidi) would prefer summer time cards (it's the future) and we've already talked about the, erm, "novel" placement of code boards. Thanks to everyone involved and plans are already afoot for the Primrose Trophy night rally – get the date in your diary – 26/27 April 2014.

Finally, **8 December Accrington Motor Sport Club Autosolo.** Now there were two things wrong here. Firstly, I'm normally involved in organising these things not competing on them. And secondly, I was in the wrong seat! Steve Johnson convinced me to have a go and was prepared to lend me a car for the day. I actually ended up borrowing his daughter Hazel's road car, a 1400 Micra, so I had to be careful 'cause I think she might have wanted to use it later. Hazel was also competing, but in one of Steve's stage rally Micras – the one we used just two weeks earlier at Blyton. Come to that, so was Steve, in the same rally car. For a co-driver, I thought I was posting some respectable times, which improved as the tests dried out during the day. However, I have the greatest respect for the "top lads" in these events who are consistently quick from the start. It's not as easy as it looks to be inch perfect and quick all day long. Just touch a cone and you're out of the running. For example, on his second run in the driest spell of the day, the eventual winner, Steve Mather, posted times of 46.9, 46.8 and 46.8 seconds in his 1400 Fiesta. That's consistency. Sadly, my "respectable" times only afforded me 8th overall out of 11. I should probably stick to the left hand seat – but these autosolos are such good fun for so little cost I'm sure I'll be back for more. In fact I've been invited, along with many others, to provide passenger rides in and Autosolo demonstration at the 2014 Autosport Show, organised by Richard Egger for Go-Motorsport. If you're going to the show and fancy seeing what they're all about, come and find us for a free ride around an autosolo/PCA test. Once again, thanks to the organisers and officials for giving us something more interesting to do on Sunday than Christmas shopping. Oh, and not forgetting thanks to Hazel for the loan of the car – I think I left it in once piece, only nudged a cone or two! That's me done for 2013. Roll-on 2014 – first event the Legend Fires North West Stages, 7/8 February. See you in sunny Blackpool.

Steve Butler – usually found in the left hand seat, sometimes wanders.

PIDGEON POST

Daniel Pidgeon (British Road Rallying - www.britishroadrallying.com)



The Great Bustard Endurance Road Rally 30th November/1st December



Great
Bustard
Rally 2013



The Great Bustard Endurance Road Rally. And what a rally it was!

I'm still new to the Endurance events but they are a great type of event with a mixture of 'stage' and 'road' rallies into one! After a good result on my first Endurance event, the Exmoor 2012 with Si Stanbury, taking a class award, the more recent DNF on the South West Endurance was in the back of my mind. Was time to get another result under the hatchet!

After catching up with a few friends in the pub on Friday night down in Devon I was a bit reluctant to get up so early on Saturday morning! It was only an hours drive up the A303 from my parents house but still planned to meet my Driver for the day (Colin Davies) at the trailer park at 10:30 to save running around dropping cars back there. A small accident on the A30 on the way meant I was running a bit late, hopefully this wasn't a sign of things to come! Arrived at the Trailer Park at 11:00am to meet Colin. Car's and trailers were not allowed to be kept at the start venue due to the small car park, so thought it would be best to leave the car down there! First off we went through the car wash, yes car wash! A recent tree disease spreading across the area and the threat of the cars spreading it around meant the lower parts of the cars had to be washed to help contain the disease in one place. Noise, Scrutineering and Signing on all went as planned (although Colin needs to alter his handbrake before the next event, only a small thing though so we were still allowed to run). When we arrived at the start venue (The Huntsman at Shepton Mallet, nice little pub!) I could understand why trailers were not allowed to be left there. After setting the measured mile, there was no space at all in the car park. But there were at least 2 trailers in the car park. I did feel sorry for the pub as I did see at least 2 potential customers turn up and leave due to no space, maybe a bit more strict on trailers next time!

Anyway, on with the rally!

We got our road book an hour before the MTC1 time, so had enough time to look over what the plan was for the day! Looked a long old event! Starting at MTC0 at 12:26 Saturday and finishing at 05:31 Sunday morning. It was a long old route and also a nice 14.09 test across Worthy Farm (Home of Glastonbury Festival) to start the event off! Talk about easing us in lightly...

What a brilliant start to the event though! It just kept going and going! 2 Split's with 1 large loop ran twice, several 90 rights and lefts, couple jumps and a lot of spinning around. Not just for us! I'm not the biggest fan of Tulips, but with the mileage noted down and a trip meter (Luxury!) it was easy enough to figure out what was where. I'm not sure if we had a problem with the trip, or the measured miles were wrong, or if the amount of wheel spin was putting us off, but the further the went into the test the more inaccurate the section miles became. But still easy enough to figure out what was where! The Clark's behind us in car 27 soon caught us up half way through the test and flew past, they were flying! It was also a bit gutting to see people on the side of the road so early on in the event! One I noticed was Gary Ward & Gavin Rogers on the first loop, bad luck guys!

After Worthy there was a short drive down to Selective 2, losing the Clark's along the way turning right at a T-Junction instead of left! (Come on Georgina!) And onto 'Car Park'. This felt a little bit of a let down after the awesome first test to be honest! But Worthy is a great place to rack up the mileage! Very short compared and a little rougher in places. But still good to get some offroad miles in! This was run twice and then onto Selective 4 & 5 at Wyke Farm.

This test was on a concrete farm track so we could pick up some speed. There was a nasty hole on the inside of the long 45 left which gave us a bit of a knock, but it was noted down for the next run! Also very slippery in the farm yard with all the cow muck on the floor!

Talking of slippery cow muck... Selective 6 (Witham Hall) was next! This couldn't really be classed as concrete or tarmac, just a layer of wet slippery muck all over! With a nice little tunnel under a railway line first, then around some cones in a large opening. Here I made a mistake. Leaving my window open! With the wheels turning through the corners a good amount of muck came in through the window! Onto Selective 7, Ashen Copse, now were getting into the rough stuff! Several large holes along the track meant the suspension was bottoming out and the sumpguard and front bumper was hitting the floor several times! We also came across a ditched car being towed out by the guys in front of us! Did hold us up for a minute but it did give us a bit of caution going into the corner the next time through! (Was a 90 left, using tulips you don't get the corners, just the junctions, so could have easily been taken too quick). Then another run through Witham Hall and Ashen Copse before moving on to another great blast around Worthy. Exactly the same as Selective 1 so we could push it on this time, knowing where we were going! With the extra speed a couple little sections almost caught us out! Stopping in front of a gate post after getting the front of the car airborne 1.81 miles in and also a slight spin into a field from not having any traction. Also close to the end of the large loop there were some interesting tyre marks leading away from the track! Looked like someone tried to take a 30 right, locked up just before the corner and slip down the field and into a ditch. No car around though so not 100% sure who it was or if they received much damage?!

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The Great Bustard Endurance Road Rally

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Selective 11, 12, 13 & 14 were Car Park and Wyke Farm run backwards.

Again just the same, this time a little more cut up. Getting away from the

2 runs of Car Park proved a little difficult due to it being on a gravel track on a steep incline. But some good gear work and wheel spinning from Colin got us up there easy enough! Also 'Baggerman' was at the end of the selective at the Download point, pointing out nicely to us that we were only a quarter of the way though! By this time it was getting dark and seemed like we had been in the car for a lot longer than we had!

Selective 15 "Slait Barn" was good fun. Smooth gravel around the edges of some fields, totalling 3 miles. Some nice long straights to pick up some speed with some 90's and a couple slight chicanes to weave the car though!

There was 1 split that seemed to catch us for a little while when we gave way to oncoming traffic, for them to slow when they got to the junction as well. A little bit of a confusion and then them not pulling over to let us past kind of made us wish we just went for it in the first place!

Then onto MTC2 at Orchard Park Garden Centre. Was a good chance to get out of the car (been going for around 8 and a half hours by now) and have a bit of a stretch and some food. To be honest, it wasn't my cup of tea and seemed a little overpriced for what it was, but it was food and I was happy! It also annoys me that there is free tea and coffee but us 'non-hot-drinkers' have to pay for a drink. But that's just me being fussy! A quick glimpse at some provisional results saw us at 20th o/a so far. Anything above seeding is good in my books, so anything above 26th is good for me! No time to hang around, got a rally to do!

A new location now, "Lower Woods", a nice short run of 2 miles through a forest, again a little too rough for the car so we couldn't pick up too much speed unfortunately. Again run twice before heading off to 18 which is around the back of Longleat Safari Park. It was pretty dark by this time so as far as I know we could have gone through the Tiger pen, but I didn't see anything jump out! 18, 19 and 20 were all around the same wooded area and were all again a bit too rough for the car. We did get overtaken by one of the silver Sirion's during one of the tests. They must be built like a brick... toilet! Bouncing all over the place and flying down the road in front, while we were struggling, banging and rattling and being left for dust! I physically don't know how the top guys build a car to withstand the speed they were going through these forests! We were well off the pace, yet seemed almost the limit for any type of suspension damper!

Selective 21 was just down the road and was a VERY slippery forestry section. 22 was a nice relief heading back to Slait Barn for some quick smooth driving! And then back through Witham Hall starting at the end and also "Lower Wood" which was an extended version of the previous Lower Wood run backwards. They used the tarmac at the end of the test which was good fun to relieve your backside after going through the rough stuff in the woods!

The next few selectives from here were all what was run previously but the opposite direction. By this time all very cut up. We did have one little moment where we slid down into a ditch on selective 29 which brushed us up against a few tree's and took our wing mirror hostage, but that was the only damage done!

Onto MTC3 which was at the Garden Centre again. This time we had the lower sections of the car's washed to get rid of the mud and to help contain the tree disease.

Selectives 32 through to 36 was a new forest to visit just before MTC4. These again were nicer to the cars, being smoother but the lack of grip started to take hostages! The first loop of one selective we were warned at the start about a car on its side, to come across a 106 that had slid off the road and into a ditch, it looked quite deep in. The second loop around less then 100 yards after the 106 was now a MG ZR, again slipped off the road, this time a little deeper then the 106. There wasn't much forestry to go so we backed it off a little to make sure we got to the end and onto the road sections.

Then onto MTC4 for fuel halt and to sort out the Road Rally section. That was it of the selectives! But not of the forests... By this time we had been in the car for around 13 and a half hours! It was getting to the point were we just wanted to get to the finish and have a rest! There was a little while to wait at MTC4 while we plotted some of the road rally route and also worked out some of the times, so this was a good little point to relax before the final blast! The 8 figure map references did stump me for a short time, but it just turned out to be very accurate and not rounded to the nearest half mark.

The first section after petrol was a small Jogularity section. I had only done a small section of Regularity on a 12 car before this was a little nervous about tackling it on a proper event! I actually enjoyed the Jogularity section! It was good to have points marked in the map book (such as sign posts, bridges and buildings) so that you could keep track of how fast you were going along the route. Again all on tulips so it got a little confusing when arriving at triangles due to the it being in the book as 3 tulips (Slot right, T junction left, control) and not the whole tulip. Losing a total of 30 seconds in total, which I don't think was too bad for a first true run at Jogularity.

Then onto a marked map through some of the forests that we had previously used, as well as one new one. This was, in my opinion, the worst part about the whole event. With a potti, rattling through the forests the maps were not clear enough in my opinion. It was very hard to follow the route on the map and I ended up giving up and looked out for tyre marks, luckily we could follow the tracks on the floor and somehow managed to get through going the right way! I think it was pure luck to be honest as we did pass a couple others who had gone off route and got stuck trying to turn around! Anyway, enough of that section! We were out and getting close to the finish!

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The Great Bustard Endurance Road Rally ***Continued from Page 28***



A proper Regularity this time, plotted on the map and only the start and finish marked. This I struggled with, figuring out in my head if we had to speed up or slow down when looking at the stop watch and the trip did confuse me a little. I don't think the tiredness helped! Losing 7 minutes and 15 seconds in total across the who regularity, not the best of attempts! Got to say, fair play to Matthew Fowle! 28 seconds off in total! Mindblowing to me! But practice makes perfect! Hopefully the next time I should be a bit more knowledgeable about it all! Matthew, you need to teach me! Ha ha!

After the regularity it was back into Worthy Farm in the dark! On tulips again, with a few looking different so not the same route as the previous two runs through. Was all going well (bar the trip not being synced again) until we got to tulip 21. As you can see on the photo, it was through a gateway, miss a slot right and then slot 90 right. This was going past the Pyramid stage which is up for the whole year round. There is little to no grass around the back of the stage so it doesn't look like the 2 miss slots which was before the gateway. But I remembered this from selective's 1 and 10 running the opposite direction, it didn't look quite right then but we just followed the route and it became apparent. So we missed the stage, went through the gate, there was then a 30 left and then the 2 slots. These were two tracks running either side of a hedgerow and some gaps between to join them (Like tulip 23). So we took the second right and then went to slot through the hedge, but was met by 2 cars coming down that road towards us! So in a bit of a panic we headed up the original road we were on and came across a crossroads. Here I told Colin I didn't have a clue where we were and within 30 seconds there were 6 or 7 cars all stopped at the same point, all wondering where to go. (Including a Metro with a very long section of blue pipe trialling along behind! Haven't a clue where he had been!). So we turned around and headed where I originally thought we should have gone, one of the other cars had already done this so we followed them down the road, through the hedge and then back up the other side looking for the 60 right past the pond. There is was, but no pond, so the MG before pulled over to take a look at the map. We carried on and low and behold we came across a big drop down to the left into a pond. We were going the right way! 90 left and there was PC E, then back out to where we were parked earlier, still 4 cars parked there, so we slalomed our way through the parked cars and followed the tulips, feeling slightly proud that we got the right way and others didn't! After we flew past them all at speed they soon all gave chance, following us, hoping we were going right.

We almost missed a sneaky little slot right going into TC10 which would have given us a wrong approach, but luckily we saw it in time and managed to get the correct approach!

Then again back onto the maps, missing a slot right early on annoyed me as the road rally section was meant to be my forte! PCG was a little interesting to turn up to on a miss a slot right, to have a MG ZR coming at us flat out from the slot!

We soon passed Chris Elkins & Liam Burns ditched on the side of the road (apparently, Liam said we did!). These two were on for the win before this section of bumpy tarmac threw them off to the side and beached the car until a friendly farmer pulled them out! Unlucky guys! Next time!

A couple rough whites meant we lot a fair bit of time going into the TC's, but it was close to the finish, we didn't want to break the car now!

Then a final section of tulips to guide round the outskirts of Worthy and onto the finish. Here is where I made my biggest mistake of the day. I blame the tiredness! We were running close to OTL and I miss calculated, clocking into TC16 and TC17 1 second late (31 minutes after our due time), giving us a total of 1 hour of penalties for being OTL! Also a tricky slot 90 left into a farm yard caught us out just before TC17, was expecting it to be a junction not a farmyard, but we entered TC17 with the correct approach. Luckily as we turned up to MTC5 early and parked up I noticed my previous mistake! So we clocked in 1 minute before our new due time, giving us 2 minutes penalty for early arrival, but clocking in 59 seconds before OTL. That 1 minute could have ruined our whole day right at the end!

So there it was. 06:15 Sunday morning rocking up at the Highwayman for breakfast! Over 370 miles, over 17 hours in the car and 2 very tired crew members had made it! What a massive test of endurance!

Got to say a HUGE thank you to Colin for driving on the event. So pleased that we made it to the finish! I did think a couple of times we may not with the rough stuff and the trip into a ditch. But we did!

Also I can't finish without saying well done and thank you to all of the organisers, marshals, land owners and everyone involved in the event! It must have been a HUGE undertaking to get it all sorted! Thank you to the marshals, some of which we saw on many occasions, during the night it was freezing so thank you! Thanks very much to the timing crew. The breakfast crew. And all the other crews! A brilliant and tough event! (Makes the Peak Revs 90 mile route the weekend before seem like a stroll in the park!)

I will hopefully be back next year if there is no major clashes! Hopefully it will be a little smoother, but it has braced me for the Preston this coming weekend!

Thanks again to everyone involved!

Daniel Pidgeon, Nav – Car 26, Vauxhall Corsa (18th o/a)
British Road Rallying - www.britishroadrallying.com

DG Jones Agri Ltd. Powys Lanes Rally

2/3 November 2013

Epynt Motor Club

Saturday started off very damp!

The drive up from Swansea was horrible with rain all the way, constantly changing, getting harder and lighter but I was heading to a rally, so who cares?!

Arriving at Builth Wells there were a few cars in the car park and the buzz from the earlier stage rally was still lingering. I found Andy over in the corner parked in the wrong place, but he was there! (Better than last weeks luck for me!). Signing on all went OK and the car park soon filled up with all the cars. Was interesting to see John Davies out in a Proton! Once we got back to the car to start plotting the black spots and quiet zones, key went in the ignition, the engine turned over, nothing... So the bonnet was up, dashboard and steering column stripped and the guys started work to try and figure out what was going on! Luckily we were car 53 so had about 2 hours in total to get it sorted! With around 50 minutes to go she was started with a bit of hot-wiring from the guys at Amman & District MC (I would watch out for them on the Mel!) and about 20 minutes later the steering lock was all smashed off!

So with the route plotted and bladders drained, we were on the start line waiting to go! And buzzing for it! The route looked awesome!

The first section was a special test around a farm just above Builth Wells. And here is where I made my balls up! It turns out I didn't have the latest map and the new road wasn't on there! So we lost 7 minutes in total while trying to find the start of the test, luckily we saw a car turning off the new road so followed them! (Sorry Andy! My bad!) The test was good with a few nice hairpins and then it was into the lanes!

What brilliant lanes they have around that area! With plenty of leaves on the road and mud from the previous cars it was very slippery out there with road tyres! It was soon that we were coming across a few cars that have been taken by the lanes! A few with mechanical issues and a few with damage.

Another run through a farm and we came across Andy and Ian in the Banana Impreza down and bank and the front nose in the hedge. Not the best way to end the year! Another white and we came across the yellow focus blocking the road with the front down in a ditch. A quick hop up onto the bank (I did wonder if we were going over at one point!) and we were passed.

As I had made the mistake at the start of the night we were a fair few cars back and in with all the novice crews. Passing one car further back in the route we soon were catching cars towards petrol (some a bit more reluctant to pass than others), thanks to the two crews who did pull over to let us past! Then up to PCY, last control before petrol. Then the inevitable happened. After a couple minor skids previously in the night, this skid going into a corner took the nearside front wheel into the grass and then dragged the car into the hedge. It wasn't the biggest hit in the world, but the bank in the hedge was enough to smash the spots, bumper, arch and bend the sump guard back. Luckily we hadn't damaged the radiator or any parts of the engine so we could limp it back to petrol and then to the finish.

Once arriving at petrol the scrutineers told us to stop and not even bother to try and sort it. With only 1 light intact and the other in pieces it was the best option! Gutting, but that's rallying! It happens!

So we headed back to the start to load the car onto the trailer and then to head home! On the way home I passed Andy and Ian heading the other way in the yellow Impreza, so was only minimal damage to their car! Hopefully will be out again soon! (Impreza's are tough! Would recommend them! Haha)

Want to say a HUGE well done to Epynt MC who put on a brilliant first half and what looked like a brilliant second half! Well done to all the organising team!

Well Done to Irfon & Michael on the win! Well deserved! Well done to Will and Cadog in 10th as well! Finally fair play to Mark and Ian in the Anglia (Car 54) 7th overall! Great to see a different car doing so well!!



Photo by Joseph John Gilbertson,
www.facebook.com/joseph.j.gilbertson



Photo by Car Bits,
www.facebook.com/carbits.carbits

Daniel Pidgeon, Nav – Car 53, Subaru Impreza
British Road Rallying - www.britishroadrallying.com

Peak Revs Rally

Ludlow Castle Motor Club

23/24th November

Never competed on the Peak Revs, but heard a lot about the event so thought I would pop an entry in! Initially with Marcus Naylor, but due to a gearbox blowing up on the Powys Lanes the car wasn't going to be ready, so in stepped Matthew Bevan in the 205!

Arrived at Leominster with plenty of time to spare and event got picked up from the trailer park after dropping the cars down there as the start was going to be locked up. Great start venue with everything all in one place and well set out.

This years Peak Revs was a short 80-90 mile dash through the lanes with no fuel halts, so it was going to be over sooner then you knew it!

After the recent rain and the amount of mud on the roads it was going to be a slippery one! Plotting went all ok and everything was put onto the maps with plenty of time left over!

The first few sections went well with the back end of the car stepping out slightly. The biggest worry was the car spinning a full 180 at around 20mph on a neutral! I think that was a little insight into what the rest of the night was going to be like!

The route was great with some tight twisty sections, farms and also a 8 minute long forest to blast around (which was very slippery!). The guys in the red 106 behind us (think it was John Tomley & Daniel Petrie) were soon up behind us and pushing us on! Fair play boys, you've got the speed! We soon pulled over to let them past to find them down the road in a couple minutes in a field spinning around! Did make us laugh! The car wasn't seat up well for the whites so a couple of them were a little rough, the old railway line was a brilliant section!

While plotting there was a little bit on confusion around PCY, it plotted all ok but it had an approach of east, depart west. The road looked like a T Junction with a road running from south to north and a slot off to the left. On the right being what looked like a path! So we plotted it and waited until we got there! When pulling up to the junction we carried on past the road going to the PC to investigate the path, and it turned out to be a dodgy little rough white! And lo and behold, a PC at the bottom. It seem's like this caught out quick a few people! One of which got a wrong approach while we were there. Overall a brilliant little event which was all go!

Would of personally liked it a little longer! We were finish by 3:30 which seemed a little early! But every event is different and we still enjoyed it!

Thanks a lot of Matt and the model for the skids! Literally! Also thanks to all the guys at Ludlow Castle Motor Club! Will hopefully be back next year to better my result!

Daniel Pidgeon, Nav
Car 40, Peugeot 205 (25th o/a)
British Road Rallying
www.britishroadrallying.com

Year End Report

I promised to send Maurice an end of year report a few months ago as a swap for a photo, knowing that those of you with perverse twisted minds will now be wondering what sort of photo it was, all I can say is you'll have to ask Maurice !

(I thought That Photo was our little secret ! moz)

For those who don't know me I am one half of the Willan Brothers. We're long-standing 'younger' members of KLMC (which says a lot for the average age of most Motor Clubs) and I'm also a member of Morecambe Car Club.

I currently campaign a 1600cc Road Rally spec Proton Satria (which is also MSA log-booked) and I've also rallied Golfs, Novas, Astras, Escorts and Subarus, all either of the FWD or 4WD variety. Told you I was young !

I moved house and got married this year, so the Rallying's suffered a slight budget cut, but I still managed to compete on 4 events.

April saw my first competitive outing of the year for Morecambe Car Club's delayed running of the (2012) Illuminations. A cracking route in very challenging conditions saw 5 crews 'clean' at the finish. We would have all have preferred the result to have been decided in the lanes, but my recently fitted 1600 engine came into it's own on the tie-break ! Pete Tyson was awarded the win in his 1275 Mini, we took home the pot for 2nd with Steve Head 3rd, Tony Harrison 4th and Myles Gleave in his 1900cc Peugeot 5th.

June brought Garstang and Preston's Memorial Rally, one of my favourite Road Rallies. Short and sharp the event has a worthy reputation. A cracking entry read like a who's-who of Northern Road Rallying, picking a winner impossible within the top 15 seeds. Rain had made the usually dry roads quite treacherous as we headed North to petrol at Kirkby Motors. Too much caution through Gunnerthwaite farm saw us drop time, an off on this section a few years ago my excuse. (KLMC members now call Gunnerthwaite 'Willanthwaite' as my Brother has been off there too !). The second half included Haylots, Litledale and Gisburn, I guess it probably used some of Bowland's Trough as well but as a driver I never usually know where I've been. We'd had a good second half and caught a couple of cars so we'd hoped to have regained some time from the leaders, but we were genuinely astounded to have pinched the win on the last section. I first competed on this event back in 1996 so to win it after about 9 attempts was fantastic.

September saw a journey North for the Countdown Road Rally up at Carlisle. We've previously won the event and my Navigator Ali likes the more Navigational 'Plot and Bash' element so we were hoping for a good night. A good time on one of the tighter sections saw us with a slim lead at Petrol, which we managed to maintain through to the finish.

A quick spanner around the car and some new pads and a week later we headed up to the Warcop military ranges for the Stobart Pendragon Stages. We'd finished 22nd on this event last year and we were looking forward to another good thrash. Despite a few hold ups catching slower cars a problem free run saw us just squeak into the top 20 with 19th overall and an award for 2nd 1600. Chuffed to bits.

So that's 2013 and what a great year it's been. Merry Xmas and see you on the stages or in the lanes (or in the bar !).

Alex Willan.

The Preston 2013



The 'One & Only' Preston Road Rally... where on earth do I start?!

Last year a group of top Welsh crews (John Davies, Jamie Jukes, Edryd Evans + Navigators) and all came home without a finish... What kind of event was this?! 2013 Was my year to investigate!

So off I set at 1 o'clock on Saturday from Swansea to be at the start for 6:30, and yes, it did take me that long! Also off topic, but I noticed a decline of driving talent on the motorways the closer to London I got! Why is there 4 lanes on the M25? Everyone only uses the 3rd and 4th lanes! Anyway!

My driver for this daunting event was Andy Ritchie from Lancashire, almost as far away as me, in his BMW 318. Usually having Maurice Ellison next to him, I had some big boots to fill! We got through noise all ok and headed down to scrutineering, besides finding some pheasants in Andy's spare wheels that also went through without a hitch! Signing on and Andy had left his Licence and Membership car back at the Trailer park, around 7 miles up the road, so a quick dash to go and get that one and everything was all ready and set!

After the drivers briefing and looking at the bits of handout I had already I wasn't sure what I was letting myself in for! Andy had done it the previous year and punched his rear dampers up through the arches, so finished on the springs, so he knew what was coming. I was bricking it to be honest!

It was all on marked maps and handouts so off we set towards the first control!

One thing I will just put in here, Chelmsford's marked maps and hand outs are perfect! In a little binded book with a cover, very clear, and also the time sheets are made for each car, so no time wasted in working out what time your due, its there for you! Perfect!

So we pull up to Worlington and wait for out minute. I was a little worried about the regularity timing as well as there was only the standard trip meter, but I was told by others who had done it before that I shouldn't worry about it!

The seconds count up to our minute, and were off! Smooth off road tracks which get a little rough in the middle. The regularity goes out the window because of the roughness and we just go for the time we get! Also because it's regularity the PC's aren't marked on the map, so we just glide in when we see them! Very well arrowed to stop us going off track and we pull in at NTC2. 30 seconds down! I was happy with that, but when looking at the final results, we were 37th at this point! A lot of crews pushing for the regularity timing!

So that was the first taste of the famous Preston! Little bumpy in places, but one of the smoothest looking back!!! As the event went on, the sections got more and more rural and rougher and rougher. I could see why so many people don't finish the event! Some sections are nice and smooth, then all of a sudden you come across a massive car eating hole which will take the car and also any chances of finishing the event! There were some great little parts such as through some grid like roads in some forests (think it was Kings West) which are like a short rough Finland WRC! Straight roads with a couple of jumps and then a 90 left or right, straight with a few bumps and then another 90. In the BMW it was great fun sliding the back end out in all the mud! Not sure if it would have been as fun in a front wheel drive!

Some sections did get ruined for us though, not sure if its a common problem in the area, but there were 3 or 4 cars who would just not pull over at all. They had dropped a minute as we had caught them and they continued to plod around slowing us down as well as themselves, one car having us and another car behind us! One car we caught put on his indicators, but theres no point in doing that if your on a tight single track! Because of all the mud flicking up we did manage to pass on car when the missed a slot, but it was almost impossible to see as the mud had covered the lights. And then them to come up behind with spot and all on didn't help! And then inevitable happened, a 90 left turned up very quickly and we slid into a hedge. Luckily there wasn't anything solid in there otherwise it could have been game over! So we just had to pull over and clean the lights! Not what you want on a regularity timed event! But enough of them!!! (Getting me a little wound up thinking about it! Ha)

At first petrol results were being posted. We were quite far down with a fail. To say I was a bit gutted is a understatement really! It's not often I pick up fails and this one annoyed me! Like the PC's the RC's are not marked on the map, so the first one we completely missed as we weren't looking for it! Gutted! But at least we were ready now, eyes peeled, for every other board and control!

The further the event carried on the more and more cars were dropping out. Also a few crews picking up fails (which almost made me feel better about ours!). The final couple of tests we backed off a little to make sure we got the car home, and that was it! The finish! 25th overall, 5th Semi-Expert, 1 Fail and a total of 54 minutes and 29 seconds dropped time, and yes... if we didn't have the fail we would have one the class by about 12 minutes! The speed of Andy was there, the speed of my eyes obviously wasn't!

Got to say a massive thank you to all the organising crew! Was a brilliant 'different' event you have! I will definitely be back again to give it another go! Hopefully fail free this time!!

Well done to Phil Bennett and Matt Broadbent for winning the class, we were battling all night long and seeing that puma bouncing, and at some points flying, over the ruts in front of us was hilarious! Such a brilliant event! Also massive well done to Andy Smith and Sam Spencer, starting at car 50, first event sitting with each other, and first Preston, coming away with 3rd overall! Only 3 minutes behind the winners, also really nice guys, chatting away at each petrol, well done guys!

Final thank you goes to Andy! Great drive all night! Knew when to push and went to back off for the ruts, holes, cliffs, crevasses, gorges! Haha! Brilliant work! Sorry about the fail! Hope this doesn't put you off taking me for a 'leisurely drive' around the countryside with me in 2014!

Another event that MUST be done! (Along with the Myotis and Classic Tracks) Just for being so brilliantly different from the norm!

Daniel Pidgeon, Nav – Car 52, BMW 318Ti (25th o/a)
British Road Rallying www.britishroadrallying.com

That was the month that was !!

A little late for the December issue as my final event was straddling the start of the month...

Going back to the 31st October saw me helping out on two start controls on this years Rally of the tests which started in the local village of Gwernymynydd and indeed on the Friday section came right past my house. My first involvement in this event and I'm still trying to make my mind up, around 50% of crews taking it very seriously and then a balance who almost appeared to be complete Novices....a few familiar faces, 'Team Orangebox', Moz and a raft of road rally crews I know...

Moving on 7 days saw me take up a seat alongside David Winstanley (he of a plethora of Motors TV Programmes) in a Rallyprep prepared BMW 330 on the Roger Albert Clark rally....now this was a first foray into the woods for the team and car and was to be treated very much as a test exercise. David was feeling rusty so the first night in the Dalby complex was treated with kid gloves (the various accidents to the others and icy patches seeing that made sense) an odd moment was standing there in the middle of Pickering chatting with Sam Collis/Graham Dance and Iwan Jones..it was like being back on a road rally in Wales haha....day 2 dawned bright and dry, an attempt to have a real go in Duncombe Park saw us take out a signpost whilst going very sideways....the cheer that went up ,it evidently met with the crowds approval...Croft and Hamsterley passed without incident, what a great stage the latter is, really rewards the brave !!

Sadly though our event came to an end as with many in Pundershaw, an innocuous looking rock took exception to our sump and punched a hole straight through it..game over. Once pulled out of the forest David and I trundled off to a small hamlet in the depths of the forest where there was promise of a Pub....now this place was called the 'Saloon' and I can only describe it like a scene from the late 90's comedy programme 'the League of Gentlemen'...truly a bizarre experience... Sunday was spent filming which gave me a very different perspective. My thanks to David and rallyprep for inviting me along. Incidentally anyone buying the event DVD will find a bonus DVD which is the story of us doing the event....oh god !!!lol

No rest for the wicked, back in work for two days (I still need to pay the bills) and then onto running the inaugural North Wales Rally Forum with our club (Broughton and Bretton) on the Wednesday night before Rally GB....now this event had been in the planning since June and I can honestly say we couldn't have wished for a better guest list... Compered by Howard Davies, we had Mikko Hirvonen, Mads Ostberg ,Elfyn Evans ,Mike Nicholson, Osian Pryce and Dale Furniss, Colin Clark of WRC Radio, Gwyndaf Evans and quite a coup as it was the first time they'd ever done this, Andrew Coe of GB Organisers IMS and acting MSA Head Rob Jones. The night really was cracking , ably steered by Howard Davies and the end result was £2000 raised for a local kids Hospice and Alzheimers uk....brilliant result and my thanks to everyone for coming along and supporting it...look out for 2014 dates !! The rest of GB week was spent loitering around the service park (how good was that venue?) soaking up the atmosphere and chatting to friends...I could normally be found with a brew on the go mid conversation!!

Amazingly I then had a week off from rallying before limbering up for my home road rally, 'Y Rali Gogledd Cymru'... which translates as The Rally of North Wales, with John Paul Williams in the Subaru Impreza. This year the event started roughly 1 mile from my house which was a nice surprise. The usual pre rally banter until 21.00 hrs when the route was issued and then heads down to get it plotted, there was more than ample time to plot so we had a good chance to review our plots etc...the route for those that know map 116, started on the extreme east of the map and then wound it's way right across to the extreme West (Llandudno) and then back to the finish in Denbigh, now plotting it was hard work as there looked lots of little slots that could catch you out, proof being in the pudding and as we went into the event we found this was indeed the case. I can honestly say I've never concentrated so hard on a night event and indeed barely looked up all the way to petrol. JP I could tell was driving a blinder in incredibly slippery conditions, upto petrol there was only one dropper and we booked into the MC in 3rd position on 5seconds penalty. Headed by Kevin Kerr on zero and the Powley brothers on 1 second.

We decided to really have a big go in the 2nd half, now although I help run a rally on the east of 116, I actually know the Llyn area better than the West of 116 lol!!!!. A clean run to 2nd petrol saw the top three change fractionally, the Powleys having a few car issues and dropping down, us upto 2nd and Steven John with Dale Furniss alongside into 3rd on 18 seconds penalty. The final sting in the tail saw a well used section through the Nantglyn quarries area, now this road is well known but it's been recently resurfaced upto a point and then resembles a forest track!!....in the wooded area there is a tricky slot left, which is now obscured by tree growth...it was here the rally was decided. Kevin Kerr missed the slot by quite some distance and dropped 40+ seconds at the next TC...we dropped 29 seconds having slid past and had to reverse. Steven and Dale dropped only 16 seconds !!!...into the finish venue in Denbigh to find a two way tie for first between us and Steven/Dale on 34 seconds....luck being firmly on our side we won on the furthest cleanest principle.

It's hard to put into words quite what it means to win your home rally after so many years trying, a feeling of elation tinged slightly with sadness that lots of those who've been there supporting you over the years aren't with us anymore. Thanks To JP, our Marshall Ian Jones, our fellow competitors and of course the organisers and marshalls for putting the event on.

2013 has been a great year on a personal level with some results one could only dream about and so many memories for when I'm an old has been !! Just like to thank all those people up and down the country who've made events possible and wish you all New Years wishes and a safe and successful 2014.

One date for your diaries 22/23 Feb, Rali Bryniau Clwyd , Mold , Flintshire...although not an SD34 round , the regs are amended to make you all welcome. (We are ANWCC/WBCC/TVMC though!!)

Cheers Brynmor Pierce

So another year comes to an end and what a year it's been. I'd like to take the opportunity to thank all the people who have helped me in my 1st year of competing, especially the members of Clitheroe District Motor Club. I'd of never of thought that at the end of this year I would be a Semi Expert driver! And was blown away by the fact that Myself and Matt Worden won the novice class on this years Garstang and Preston Rally, which was my first event! So running as semi expert on The Clitheronian, while we never won anything, again I was well chuffed with my result, particularly our pace in the 2nd half.

But that's only half the story, Firstly there has been this column that I now get to write every month, then all the events I've marshalled on! I was given the great honour of being the Chief Marshal on a stage rally this year and my visits to Mull and WRC GB were both amazing experiences that I'm looking forward to repeating next year! I guess the main thing that I've got from this year is a load of great new mates where it's OK to talk about cars, and it's cool to race round and i think that's the main thing that has made this year such great fun.

So as some of you probably know, Maurice Ellison and myself organised a little 12 car event in December which was my first foray into running a rally. And while I write this, I'm actually sat at Maurice's house planning the next event, a night rally for 2014 which I hope will be an even bigger success as the 12 car was!

The Primrose trophy ran on the 6th of December, which was a particularly wet and windy evening in Lancashire. A full compliment of 12 cars started the event, with one crew member of each crew being a novice! So mixed in amongst some of the regular celebrities like Tony Harrison, James Taylor, Simon Boardman, Steve Butler, Terry Martin and Phil Martin, were a bunch of novices both driving and Navigating. And what a great event it made! The route took in some old rally roads, along with some roads that have not been used for years.

The event started at The Brockhole Arms in Catterall, from here it headed off to Walmsley Bridge Lane and on to Beacon Fell where 2 well placed NAMS cost a few crews a bit of time. From here it headed down Brock Bottoms and back up Delph Lane towards Oakenclough. A quick run through Pedders Wood then saw the crews heading up Marshaw and over to Jubilee Towers. After another NAM at the Tower, the route headed down towards Quernmore and then zig zagged back over to the A6. A short neutral section then took crews in to extremely unfamiliar territory by scooting down Tarnwater Lane and then using some fast sections to the finish at the Victoria Inn, Glasson Dock.

With all crews safely back at the finish, we all tucked into a pie and peas supper that the pub put on with a well earned drink! So well the dust had settled, the results were out with the award winners being as follows

1st O/A Dan Sedgwick (N)/ Paul Redford (E) 17m
1st Class A (Novice Driver) Andrew Hargreaves (N)/ Terry Martin (E) 22m
1st Class B (Expert Driver) James Taylor (E) / Jez Turner (N) 28m

So what does next year hold.... Well, I need to do more road rallies!! But there will also be more Chief Marshal duties for CDMC as well I now believe. Mull and WRC GB will be top of my must do lists, but before all that, I've got loads to sort for The North West Stages. My employers, Lookers Citroen in Preston, will be sponsoring the event in 2014, and it's my job to coordinate all the activities for the event and to be in charge of our hospitality and presence there this year so that will keep me busy for a bit! On top of that, my good mate Darren Fox has persuaded me to organise a stand in his rally village through our Blacksheep racing group and CDMC to showcase road rallying in the North West and try and get people involved , anyone who has any ideas or would like to assist with this, please get in touch with me. mathewkiziuk@googlemail.com

Well that's it for 2013, I wish you all a happy and healthy Christmas and New Year, and I look forward to seeing you out and about in 2014.

Beaver (Matt Kiziuk)

Beaver Tales



Primrose Trophy 12 Car



Photos courtesy Michael West
nordwestphotography@hotmail.co.uk

Mo's Mutterings

or

Grumpy Old Git Gets on his Soapbox



Its that time of year when I get my Club Membership renewal emails. I am a member of quite a few motor clubs.

Some I joined to do their event.

Some I joined to do their Championship (*with not a lot of success*).

Some I joined and I don't know why I bothered.

Most of them I wont be renewing my membership.

Which got me thinking. (*bet you can all smell the burning wood*).

Why do people join their club?

It could be that its on their doorstep or their friends go to that club but if you have an interest in motorsport and you have not got a clue how to get involved, why would someone choose to come to your club?

What has your club got to offer and how does it go about recruiting new members and keeping the ones they already have?

Car Clubs are in the business of 'selling' membership.

Very roughly speaking, 75% of members never turn up for anything other than at events (*all they want is a membership card, any club will do, all they want is to compete*), 5% want to get involved in anything and everything (*this group will organise events, join the committee marshal and compete - the backbone of any club*), The rest seem to drift in and out - they are interested but other commitments and interests get in the way. If a club has 100 members then you have 5 or so people to organise things but if you only have 50 members it is down to the same 3 to do everything ! Much less than 50 and its all Do It Yourself

WHAT DID YOU LAST DO FOR YOUR MOTORCLUB?

Mo's challenge to SD34MSG Member Clubs

Tell me what is so attractive about your club that would interest a new member to join you.

I will publish your 'prospectus' in the February issue onwards, in order received

If I get more than one per month, I will find room.

I look forward to hearing why your club is the best.
Maybe it is not and you need to raise your game!

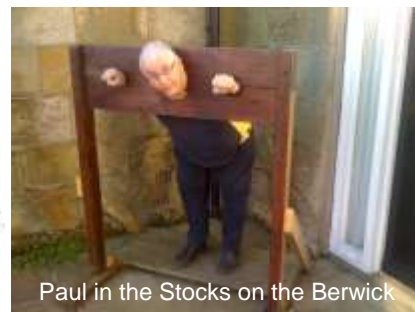
Last Christmas I bought the mother-in-law a Cemetery Plot as her Christmas present.

This year I didn't buy her a gift.

When she asked me why, I replied, "Well, you still haven't used the present I got you last year."

Neither the wife nor her mother are talking to me

One of the things that was reported to me by a few marshals following our 12 car was that most of the Expert Drivers were absolutely clueless and were of very little help to their Novice Navigators. It was suggested that the Expert Drivers should be made to Navigate on the next event. Even I cant be that cruel. But we are going to run a series of Navigation classes that will start with very basic plotting of references. Maybe the drivers should attend and find out what its all about.



Paul in the Stocks on the Berwick

You might have noticed that there has not been a 'Barrow Taxi' Column for a few months now. Paul Brerton, one of the nicest guys in motorsport, was feeling a little bit poorly back in August.

He was so poorly that he was admitted to hospital and spent six weeks cooped up in Furness General. We missed doing the Doonhamer Classic, Durham Dales Classic, Solway & the Illumination Rallies together.

At the time that he was admitted to hospital he was diagnosed with having abscesses on his liver. After those 6 weeks in hospital he was eventually released but still required to return to see a specialist to hear the results from various tests.

The results of those tests was not good news. Paul is suffering with Liver Cancer and is currently receiving treatment.

He hasn't been keeping it a secret but neither has he been shouting it from the rooftops. He does not need or want those dreadful 'How are you' phone calls where he has to go through all the trials and tribulations of his treatment with every Tom, Dick or Harry that might phone up. He is fed up with the illness and not feeling up to getting out to events. Every time we talk on the phone we try to start the conversation with the dirtiest joke we have heard (sorry I cant put ANY of them in the Newsletter!) and we still have lots of laughs.

You might recall that I have been nattering to Martyn Taylor about the Rally of the Tests. During one of those chats I gave him the news about Paul.

Martyn has since popped round to Pauls and they talked about Rallying at length (& *abusing me rather longer*). Paul is suffering the affects of the Chemotherapy and if all goes well he will be out and about again in the New Year.

Eventually I will get to the point. - Martyn has offered to run a 12 car over in the Barrow area for when Paul is feeling up to it. I have told Paul that he better be ready for it and I will ride shotgun for him on this event. (as if he has not already suffered enough!)

Several people have already expressed interest in doing this 12 Car (Pete Tyson, Tony Harrison, Alex Willan, Andy Ritchie, Matt Kiziuk, Steve Hudson)

So who else is up for it?

More details very soon



Our first Classic : the Devils

Subject: MSA lifing of seats and belts

If you have concerns about the 5 year life rule for seats and belts, please find time to look at the attached documents. [\(See page37\)](#)

The ANCC Motion will be presented for a vote at the Regional Association meeting at Cleckheaton Rugby Club at 8-00pm on Monday 27th January 2014. ANCC members might like to attend to air their views.

If you are a member of a different Regional Association, feel free to use this motion as a basis for your own association.

Also attached is one of the letters sent to the MSA by competition licence holders (not mine!). Please read and use it as a template for your own submission.

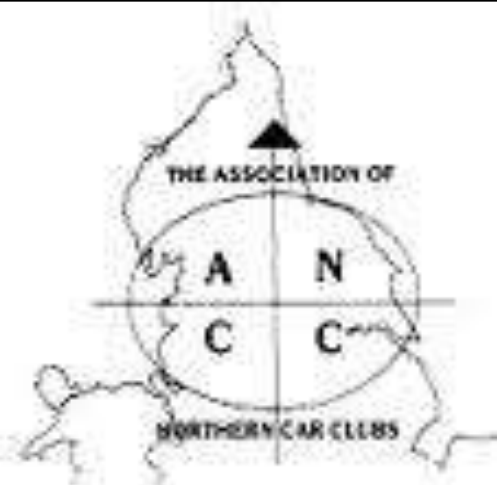
Martin Shaw
Chairman,
Slaithwaite MC Ltd

Motion for ANCC

Proposer: Martin Shaw, Chairman, Slaithwaite Motor Club Ltd
Seconded: John Thornton, Secretary, York Motor Club

The MSA should abolish the "five year" lifing rule for seats and belts used in National rallying and either move immediately to an extended period (as, variously implemented, in Australia, Belgium and Ireland) or work urgently towards a different lifing system based on actual usage.

6 December 2013



ANCC Meeting
Monday
27th January 2014
8-00pm
Cleckheaton Sports Club
Cleckheaton
BB19 3UD

Below is just one letter from a competitor

"I agree with your views entirely. My main interest is road rallying, although doing the occasional stage rally does appeal to me - my car is "log booked". However my seats are out of date and my harnesses soon will be! So its unlikely that I will bother.

Case in point; The NW stages Rally is supposedly running a "road rally car" class to help get the numbers up, but.... you have to have in date seats and harnesses... guess what, not many cars will be compliant, and the lads cannot afford the costs of seats and harnesses.

Road rally cars legitimately often have out of date, ex- stage car seats and harnesses. These cars typically do many times more miles than the average stage car. I am not aware of any personal injury in this environment caused by failure of a seat or harness. I am not aware of scrutineers regularly failing our "old" seats and harnesses - they do check them.

Quite a few seat belts and seats get failed in the MOT test-based on examination and compliance with the regulations - Not age!"

***IT IS IN YOUR INTEREST TO ATTEND
THE ANCC MEETING ON THE 27th of JANUARY
TO SUPPORT THIS MOTION***

***Please find attached to the Newsletter issue a 'sample' letter to send to the MSA
Please send it in complete with your Name,
Address & signed***

MOTOR SPORTS ASSOCIATION
UNITED KINGDOM



**MSA, Motor Sports House,
Riverside Park,
Colnbrook, Slough, SL3 0HG**

SEATS

1. Practical.

Effect on clubmen. Many will have to buy two new seats every 5-10 times they sit in them. Some will not continue, many potential new entrants will be deterred.

Clubmen are already buying the cheapest steel framed seats to replace higher quality but out-of-date seats. This will decrease safety.

Clubmen are fitting "common" seat mountings so that several crews can share seats. This will greatly increase usage cycles per seat and decrease safety.

2. Technical.

EITHER

a) You accept the MSA report as valid. This demonstrates, with very high probability, that 80% or more of seats are unsafe at 5 years old, purely because of their age. In which case, a 5 year life is unacceptable on safety grounds. The MSA and FIA are knowingly exposing the vast majority of competitors to a known and quantified risk of failure. The informal opinion of a forensic accountant is that this could be deemed corporate negligence.

There needs to be a thorough investigation and discussion with seat manufacturers as to why they can't make barely used composite seats last five years when composite boats sit in the sea exposed to the elements for decades and are still seaworthy and composite gliders are still airworthy after years of use.

OR

b) The MSA report is unsound. Nothing has changed since the original extension. No reason has ever been given for a five year life.

In support of b) here is the analysis of the MSA methodology by a senior statistician:

Clearly not a representative sample of the total population - how were these 5 seats chosen?

Section 2 of the report says "A number of composite construction seats that were coming up for 5 years of age and thus due for replacement or seats that were known to have been replaced after 5 years were obtained"

What is the point of including ones that were replaced in the sample – presumably they might have been replaced because they were not fit for purpose, so why include in the testing?

On what basis were the other ones 'coming up for 5 years identified' – no information about who they were obtained from etc etc.

On top of this, a sample as small as this (test results saying only 9 were subject to some test) hardly seems to provide extensive research

BELTS

1. Practical.

Effect on clubmen. Many will have to buy two pairs of belts every 5-10 times they sit in them.

2. Technical.

There is positive evidence that seat belts do not deteriorate with age (below). This is the basis for CAMS decision to extend "life" to ten years.

The Australian Institute for Motor Sport Safety (AIMSS) has succeeded in achieving a major cost-cutting benefit while maintaining optimum safety levels in the area of safety harness life in Australian motor sport.

Following a recommendation by AIMSS, the Confederation of Australian Motor Sport Ltd (CAMS) Board has approved an extension of the validity of FIA racing harnesses in non-international events from five to ten years.

The amendment to CAMS regulations is effective immediately, and will ease a substantial cost burden for most CAMS competitors. Competitors in FIA international competition will still be required to comply with the five-year restriction.

At the suggestion of its National Technical Committee, earlier this year CAMS requested that AIMSS undertake a scientific study of this issue. Previous studies known to AIMSS had raised the possibility that the validity period for non-international CAMS-sanctioned competition might be extended, if justified by its new research.

AIMSS contracted Autoliv, a major FIA-approved crash and equipment test laboratory, to examine and test a wide variety of competition harnesses that could no longer be used as their validity had expired. The ages of harnesses tested ranged from six to approximately thirty years.

The results demonstrated that there was no measurable deterioration in webbing or harness component strength for many years after the end of the five-year validity period, and none within a ten-year period.

19 September 2008

OUT & ABOUT With Gemini

**The 2013 Magnificent
Golden Microphone Trophy
along with cash awards of
£150 to the winners.**

**Congratulations to the winners and well
done to all the rest, better luck next year:**

| | | | |
|------|-------------------------|-------------|---------------|
| = 1 | Peter Langtree | G 48 | 87 Pts |
| = 1 | Tony Jones | G 56 | 87 Pts |
| = 3 | Stuart Dickenson | G 13 | 70 Pts |
| = 3 | Chris Woodcock | G 25 | 70 Pts |
| 5 | Adrian Lloyd | G 14 | 62 Pts |
| 6 | Mark Wilkinson | G 11 | 58 Pts |
| = 7 | Dave Crosby | G 6 | 57 Pts |
| = 7 | Ian Davies | G 23 | 57 Pts |
| = 9 | Keith Lamb | G 9 | 52 Pts |
| = 9 | Les Fragle | G 3 | 52 Pts |
| 11 | Ian Winterburn | G 4 | 50 Pts |
| 12 | Geoff Ingham | G 58 | 49 Pts |
| 13 | Chris Jarvis | G 46 | 46 Pts |
| = 14 | Eve & Graham | G 18 | 45 Pts |
| = 14 | Derek Bedson | G 21 | 45 Pts |

**The rest can be viewed on the Gemini web page
www.geminicommunications.org.uk**

Remember this year it will be 5 points for a Rally and 2
points for a Bike Ride.

Members on all events organized by an ANWCC club will
be entered into the monthly cash prize draw and will score
points into the marshals championship, however you must
claim your points by emailing ANWCC@talktalk.net
within 14 days of the event.

2014 Events & Dates

22nd February

Clitheroe & DMC

Jack Neal Stages

Blyton

16th March

Pendle & DMC + Garstang & Preston MC

Lee Holland Stages

Ty Groes

11th May

John Overend Stages

Melbourne

17th May

Knutsford & DMC

Plains Stage Rally

8th June

Blackpool South Shore MC

Keith Frecker Stages

Weeton

29th June

Warrington & DMC

Enville Stages

Ty Croes

13th July

Westmorland CC

Greystoke Stages

10th August

Bala & DMC

Gareth Hall Memorial Stages

Trawsfynydd Ranges

7th September

KLMC, EVMC, NMC

Pendragon Stages

Warcop

28th September

Pendle & DMC + Garstang & Preston MC

Heroes Stages

Weeton

19th October

NWMC

Cambrian National

1st/2nd November

C&AMC

Glyn Memorial Stages

Ty Croes

8th November

Bolton-le-Moors CC

Neil Howard Memorial

Oulton Park

11th - 13th November

Wales Rally (GB) 2014

22nd November

Clitheroe & DMC

Hall Trophy Stages

Blyton

Gemini

Communications Team

MOTORSPORT MANAGEMENT SAFETY SYSTEMS

Serving Motorsport for 45 Years

www.geminicommunications.org.uk

Bill Wilmer 07973-830705

w.wilmer@btinternet.com

Gemini Communications

The 'Magnificent Golden Microphone' Awards Night

As gales and rain lash the country (OK maybe not exactly around Chorley) the Gemini Team gather in the quaint surroundings of the old coaching inn The Dressers Arms (available for weddings, wakes and awards ceremonies) to honour and celebrate another twelve months volunteering to provide safety radio cover for events the length and breadth of the country. 2013 is a special year for the team as it marks the 30th anniversary of being registered and recognised by the MSA, under the leadership of our friend, mentor and controller Bill Wilmer, who himself passed a particular personal milestone in September of this year. Before the formal business commenced we all took a moment to think about those team members who couldn't make the evening, particularly our colleague Jim Tate who has been very ill.

After the customary excellent team meal, Bill took to the floor like John Sergeant on Strictly and held court over the proceedings. As well as our 30th anniversary the year has marked a number of other important events. Congratulations to Ian Winterburn (G4) and Mark Wilkinson (G11) who both qualified as MSA Radio Controllers, ensuring in part the future of the team. The wider influence of team members continues to grow at both a regional and national level, with the Gemini 'mafia' taking key roles in various club associations. In the ANCC Chris Woodcock (G25) holds the Chair, whilst in the ANWCC land Mark Wilkinson (G11) is Secretary. The grip in SD34 is almost complete with Les Fragle (G3) Chairman and Secretary, Graham Bray (G18) Vice Chairman, Eve Fisher (G18) Treasurer and Alan Shaw (G39) President. To ensure the 'freedom of the press' we also have our good friend and colleague Maurice Ellison (G59) as SD34 newsletter editor. Through these associations and Bill's role as an MSA Radio Co-ordinator we seek to influence and shape safety and radio communications policy in the sport. A key current priority is our lobbying of the MSA to create a second MSA safety and medical frequency which is much needed. Hopes are high that this might be achieved in 2014 and the MSA provide grant support to radio licence holders to make the necessary re-programming and/or purchase of new radio sets. This year the team has officially directly supported 29 events with radio control and safety coverage, with individual members covering many additional events across the country. The scale of the Gemini team volunteers contribution to the sport is staggering, with many thousands of miles driven, bacon butties consumed and hours of time spent ensuring the safety of spectators and competitors alike. The sheer scale of the enterprise is illustrated by the recent Wales Rally GB, where with Bill as Communications Co-ordinator the team provided over 25% of all radio crews across the event. Very well done to all active members of the team for their efforts over the year.

The Gemini team 'family' continues to grow and in 2013 we welcomed David Bell (G61), Alwyn Davies (G60) and Colin Davies (G62). Developing new members and interest in the 'radio' side of marshalling and event safety is vital. To that end in February next year on the North West Stages Tony Jones (G56) will be organising a stand in the rally exhibition area in the Norbreck Castle Hotel to promote the role of radio communications and the Gemini Team. The stand will be organised in partnership with our long term friend Steve Johnson and 'Go Motorsport'. Volunteers to help Tony and Steve would be most welcome. Despite talk by the MSA of high tech vehicle tracking on events, rallying is very much like the army?. We have a strong leader, a command structure and the real need to put 'grunts' (aka radio crews) on the ground in all conditions and terrain to ensure that events can run safely. With marshals continuing on some events to have the status of an endangered species, as radio crews we continue to find ourselves in the front-line of event safety.

Like any team or organisation how you present yourself is important, whether that's speaking to a group of spectators or media or responding to an incident. To that end Bill modelled some of the latest options for team clothing. It wasn't quite London fashion week but the option of replacing some of that tiered old kit and giving the team a bit of a refresh was on the whole welcomed. Our official 'outfitter' Tony 'Mr Humphries' Lee will be co-ordinating things and circulating options to team members early in the New Year.

As the Pythons say and 'now for something completely different' and the serious business of the 2013 Gemini Radio championship, now in its 16th year. A bit like the Oscars everyone says it's the taking part that matters, but genuinely in this case it is true. The Golden Microphone awards were created to recognise that success of team members in covering events over the previous twelve months. This year the championship was hard fought, with prize money of £150 on offer:

In total over the 29 official Gemini events, crews volunteered on some 342 occasions, with an average team turnout of nearly 12 radio crews on each event/day. Very well done to Peter and Tony who continue to have a key grip on the Golden Microphone, but well done to all team members who volunteered their services during the year. As is customary on these events the formal proceedings ended with Bill emptying his garage of accumulated rallying 'stuff' and memorabilia, this year supported by Keith (G9) who made available a large box of rallying plates, stickers and folders. Much of the latter will be used as promotional material to support Tony's stand at the North West Stages. As the wine and beers flowed and the tall stories got ever taller, it's time to sign off from this year's awards and look forward to another successful and safe year for the Gemini Team and the sport that we all love and enjoy. HAPPY NEW YEAR.

Reporter: Ian Davies (Gemini 23)

Photographer: Keith Lamb (Gemini 9)



Tony Jones Joint 1st O/A



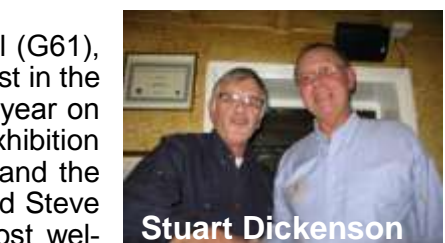
Peter Langtree Joint 1st O/A



Chris Woodcock



Dave Crosby



Stuart Dickenson



The AGM of the NESCRO organisation was held recently with the Chairman, Ed Graham, welcoming delegates to the well known Dr. Syntax Inn for a lively meeting and reporting another successful year with new events coming on stream while the established ones all seemed to have attracted healthy entries despite the ever increasing costs to competitors. Who still seem willing to travel considerable distances if the promised a good quality event. It was noted that the historic events still get a good turn out of marshals as people like to see the older cars in action. The meeting was also attended by Paul Wignall, well known competitor and winner of the recent Rally of The Tests, Paul is also a member of the MSA's Historic Committee and he gave a full and graphic account of that body's workings plus an update on forthcoming rule changes.

Applications for membership to NESCRO came from Ripon Motor Sports Club and Queens University, Belfast MC. The former ran the St. Wilfrids Classic for the first time in 2013, it was a round of the HRCR Clubmans Championship and went down well with participants. The Irish club run a series of "Lanes" events, unique to the area, they are run over farm tracks and private roads and sound a very interesting type of event which are already attracting enquiries from this side of the Irish Sea. A number of Irish crews regularly travel over to sample the NESCRO events, they have proved to be ultra competitive, so it will be good to see some NESCRO crews heading the other way.

There will certainly be plenty of variety for historic enthusiasts to enjoy in the 2014 NESCRO series with a full programme featuring everything from "Test Only" events through regularity and navigation rallies to the full blown special stage event that is the Pirelli Historic Rally. There is also quite a geographical spread events in Perthshire, the Scottish Borders, Cumbria, Northumberland and Yorkshire. Each have their own unique character, some, such as the Berwick and Saltire events, use mainly farm tracks, the Dales takes place on the test track at Nissan's vast factory, the Lake District uses a fascinating mix, test venues including a lorry park, auction mart, poultry farm and a private country estate, North Yorks is mainly airfields, the Pirelli brings MSA Historic Championship crews to the vast Kielder Forest and the Hexham is a traditional road rally featuring Northumberland's many country lanes. Given that amount of variety, there should be something of interest for everybody.

2014 CALENDAR :

| | |
|-----------------------|----------------------------|
| Illuminations | TBA |
| Saltire | 2 nd March |
| Devils Own | TBA |
| North Yorks Classic | 23 rd March |
| Ilkley Jubilee | 13 th April |
| Pirelli Historic | 3 rd May |
| Berwick Classic | 3/4 th May |
| Shaw Trophy | 15 th June |
| Lake District Classic | 29 th June |
| Summer Lanes | TBA |
| St. Wilfrids Classic | 3 rd August |
| Durham Dales | 7 th September |
| Doonhamer | 28 th September |
| Solway Classic | 19 th October |
| Hexham Historic | 25 th October |

All the signs are set for a bumper Rally-show at the Norcalympia, Norbreck Castle, Blackpool on the 7/8th Feb 2014.

Again sponsored by the GT4OC, the Rally Village which will have every petrol head for miles wanting to attend as there is something for every motorsport enthusiast. Trader wise there will be some fantastic new editions, joining the event for the first time will be, We The Terrors, Uk Scooby Crew, Action Art, North Wales Auto-grass, SJB Models, Candyfest, Vehicle Improvement Products and Sideways Media, they will be joined by returning traders such as, Fylde Motorsport Club, Blackpool & Fylde College, Motorsport Mugs, AA, Maximum Attack Rallying, Go Motorsport & Gemini Communications, Myerscough College, WRC Clothing, Blackpool South Shore MC, Nik Curry Art with room for a couple more if you want to promote your business at this spectacular event.

The GT4OC will have 4 cars on their stand each with a different build specification, with many more member cars parked around the hotel, associate sponsors Lookers Citroen will be placing a VIP Hospitality Unit within the Rally Village along with James Grint's BRC DS3, there will be 2 main zones for the fans to feast their eyes, these being the Fox Motorsport Event Historic Rallying Legends, which will include 6 top spec cars from Rallying with Group B, 2 Prodrive Heritage Cars, Lewis Motorsport Mazda 323, Ex Pentti Airikkala Mitsubishi Lancer, Mk1 Ford Escort and Auto Mo Racing with 3 more cars to confirm.

On the Fox Motorsport Oval Zone & Off Roothing will have exhibits from Brisca F1, Warton Stockcar (newly built for 2014) Mini Stox, Heritage F1 & F2 Stockcars, Classic Hotrods, Slide Motorsport Drift Team, Lee Costello Racing, Team Green Monster Winch Team, 'Oh Bonnie' Tractor Pulling Team, Seat Leon, Subaru Impreza and Rallycross.

To keep the fans occupied a whole host of activities can be found, these will include Blacksheep Racing who will be demonstrating how little it can cost to compete and hope to attract new members into the grass roots of the sport. Rallying with Group B will have 2 Vision Racers on their stand and the fastest time of the weekend will win a passenger ride in a Grp B car at an event of their choice. Pendle Slot Car club have a full blown Rally stage and a unique copy of Wembley's Race of Champions, Grand Prix Experience can be found on the GT4OC stand.

There are a few more exhibits to confirm yet due to winter rebuilds and these will be added to the www.foxmotorsportevents.co.uk website shortly.

The action starts Friday at 1300 as all crews will attend scrutineering which is adjacent from the Rally Village, the ceremonial start proves to be extra special too, with the Prodrive cars being piped over the start line at around 1800hrs. Another dozen Grp B cars will be entertaining the crowds during the build up to the first stage going Live.

The entries side of the event looks like it will be the best yet, 2014 will be the best Legend Fires Northwest Stages yet and is a must for any motorsport enthusiast. See you there!!



Le Jog.. Epic, and that's just my witterings!-

I'm a HGV driver, I've been driving these bloody awful things now for twenty odd years, and I despise them so much. It's taken me forty six years to find what I want to do in life, I want to try and let people see into mine and others peoples thoughts. I'm no Francesco Rastrelli or Tony Large, so photography is a no go, but what I am is passionate and can sometimes get this across with my words.



I never really thought about just how much I loved Rallying until I stood alone at sunrise over John O'Groats, the clouds had shifted shape many times, the colour of them, however, was evolving just as rapidly. From the cold light of dawn, until just before the sun broke the horizon the clouds changed from a very pale gold to a fiery crimson which looked as if the sky was on fire, it moved me to tears. The tears weren't just about the sky; they were about what me, my partner in crime Bob Hargreaves and the rest of the people involved with this amazing event had gone through in some seventy odd hours.

Bob and I had set off to Lands End at around 10:30 on Friday morning, we had a great run down and were sat in the Lands End hotel with our dinner suit's on for 19:30. Something was a little surreal, we had travelled down with an eclectic mix of snow shovel, basic hand tools, dinner jackets and clothes to keep us going, we had arrived for the opening meal in a 4 metre long panel van, not a classic sports/rally car and I must admit I was a little bemused by this. As the night wore on, we spoke to many people, some familiar faces, some who weren't but came to be friends by the end of the event. At ten o'clock, it was if the plague had entered the room as it emptied rapidly, crews scurrying away as if the fateful clock had chimed 12 before they got into bed, their cars would be pumpkins and the event over prematurely. Being new to Le Jog, we decided to have a mooch into a local Inn we had seen on the way down, a night cap to steady our nerves, heaven knows what the crews felt like. We wandered down the street, chattering away about past events here in the north, R.L. Brown, Devils Own (and tests!) and Countdown amongst others, we arrived at "The Navy Inn" in Penzance, im-

mediately the bar tender who was about 6 foot 10 and 19 stone smirked as two likely lads in dinner suits wandered in, we immediately saw a pair of kindred spirits, Doc Horn and Andrew Muldoon, car 2, sat poring over their maps with heads in hands, They couldn't grasp why the maps wouldn't plot, neither could we after reading what instructions they had been given. It was only after speaking with the one and only Ryan Pickering we found out they had mislaid a vital piece of the route. However, Doc and Andrew made it to John O'Groats, something I was very happy to see.

A very fitful night was Friday, I hardly slept, my task as on event reporter and baggage lad was weighing heavy on my mind, there had been talk of poor reporting past and I did not want this to be part of my remit. As the event wore on, it became apparent why things weren't as instantaneous as people want them to be. Living in Liverpool, everything is 24 Hour, full speed, fully charged, to go to some of the remoter parts of the UK and see that internet and social media isn't a priority opened my eyes. Not the fact that Twitter wasn't having none, not even if I stood on one leg with my tongue out. Our mobile phone/data service is pretty appalling in the outlying parts, and even though I had reports written, I didn't have the necessary coverage to upload. It was like being back in the days of 56k dial up modems. It all comes down to corporate needs.

Friday nights lack of sleep came to an end, even my alarm couldn't beat me as I was up and in the shower before it went off, down in the breakfast room we sat with Tony Large, David Winstanley and some other well known faces and names from around rallying, the talk was of the rigours of the coming days, whether the climate in Scotland would be as kind as it was being here in the south west... Once again the pumpkin effect happened and at 07:00 hours we all charged away for the 20 odd minute drives from our B&B to the start. The first car we saw being waved away was a beautiful Twin Cam Escort belonging to Dave Bryan, Clerk of Course Peter Nedin gracefully twirling the Flag of St.Piran over its bonnet for the gathered media. The sun rose and the sight, sounds and smells of various cars being strangled and coaxed into life were amazing. From humble Mini's to booming Mercedes SL, from a dainty A35 to the Behemoth Range Rover and VW Itis, the collection and diversity was outstanding, petrol head heaven. I could have stayed there all day, it was obvious from the off who the movers and shakers for the top positions were, and those who wanted to be in with a chance were also conspicuous. Tony Sheach, who is as flamboyant behind the wheel as he is in a kilt was the epitome of commitment, I heard stories of the TR4 thrown through fords on valve bounce, and seeing some of the antics of Tony and his co-driver, Rob Kiff on video, the test pilot award was well deserved, every credit to you both. However, not for us a life of leisure, we had to be on our way, a date with the Bickford Arms, Brandish Corner and controlling an unruly bunch of rally drivers was on the cards. The rally traffic was easy, what a great bunch, it was interesting to see David Mustarde/Shon Gosling go straight into the on event service crew, who I have to say were bloody superb, I apologise for swearing but they were that good. Many crews would not have made it half way without their sterling efforts. A welcome distraction was the ever smiling Andy Ballantyne waving a camera in mine and Bob's face, always a pleasure to see you pal, and to bring Ballantyne senior along was even better, then came the first bit of fun. Nissan Patrol pulls up, "Apologies Sir" Says I, "The car park is closed today due to the LE JOG Rally". Gent in said car smiles at me and says, "we come here every day", I re-iterate that the car park is closed for a couple of hours and if he'd be so kind as to park down the side of the establishment... It was then that a mushroom cloud of biblical proportions exploded over his head and that "I was stopping him watching the rally",

Continued on Page 42



Le Jog : Continued from Page 41



I made him aware the landlord was inside and if he parked down the side he would be able to voice his concerns. A quick flounce of sorts and he realised "yer names not down yer not coming in" and trundled off. I do wish people would get their head round the fact that shouting at others doesn't get you anywhere.. We had another couple of incidents similar, big lenses waved and the fact small children were in the car (don't bring them next time!) were pushed upon us, not happening Guvnor!

Once again we had to depart, after greeting some old and new friends to the wonderful Porlock area, Porlock Car Park to be exact and directing rally traffic around the sumptuous Somerset Cream Teas provided by Porlock Ladies.. No sooner had you stepped into the memorial hall than these wonderful ladies (I am told some of them are members of the Porlock over 60's Tae-Kwon-Do club) arm wrestled you into submission and forced plates of scones and gallons of tea down you. Joking aside, these ladies are the fabric of the community, and this event. Their wonderful efforts deserve legendary status. There wasn't much to report as we wound our way out of Somerset, the roads were hard work and it seemed to take an age to find our way to Gordano Services to catch the event up, we finally got there and I tried to email the first set of results and a small report of the events up to lunch, computer said no.. No amount of modern twiddling and Wi-Fi wangling would allow me to connect, the black hole of Gordano had sucked the Radio Frequency out of the ether and I believe that even Guy Woodcock who has permanent satellite link via NASA to HERO control centre had difficulty, it was the first sign that even by a major thoroughfare most mobile providers can't give good data service. From here we entered Wales via the Severn

Bridges, I had said to Bob to avoid them like the plague due to cost, but that is the way we were going, £12.40, I repeat, £12.40. I have nothing more to say on this except that all that money isn't going on the roads on the Welsh side of the bridge. We ran up through Ross on Wye and on through some familiar territory before getting into Newtown at around midnight, a quick stop and chat with Director of HERO, Brian Whyte and an explanation I was doing all I could updating Twitter/Facebook and of course British Rally Forum, as well as the HERO website, we all had connectivity problems.

As crews came in, it was obvious that this night section was proving hard, the meat of it was to come as the event wound north into Llangollen via Berriew, a series of 4 minute sections would be tight and would keep the crews not just on their toes, but absolutely sprinting to the finish! A lot of cars came in with split exhausts, Richard Boughton/ Kevin Savage were one of the main runners, making it this far after a very close call on Porlock Hill, being stranded for 20 plus minutes and only losing 1 minute in penalties due to the nature of this events structure. I had the task of informing crews about a retrospective change in lateness at this point, I think only one crew were disgruntled by the sounds of it as I remember, most glad at the little extra to fettle their weary chariots and take a break. Past winners, Andy Lane and Iain Tullie came in, I waved them down to pass the message on about lateness to be barked at by Mr. Tullie that they couldn't stop, I had to bite my tongue as for Iain to be that wound up, there had to be something wrong, I could see they were both under pressure, a true sign that this event was taking its toll as Tullie is normally ice cool. We waited until we had to go and make the final run to Llangollen, where at 4 am we got into bed, again that curse of writers hit me and the words started to swim in my head, two hours sleep I got and we were up, picking bags up and learning of crews who had gone out or simply could not go on further. It was here that for me one of the stories of the event was unfurling. Peter Bonham-Christie is a well known logistics entrepreneur, he owns Straight Eight logistics, and this year he was service crew for his Partner, Mel Hatton and Navigator Phillipa Robinson in the "Team Bluebirds" Riley 1.5. They had raised an enormous amount of money for charity, some £8000 on the premise they finished this event, they had some difficulty as this was their first ever rally, Phillipa was struggling at times and Mel was in awe of the pace of the event. They had broken a driveshaft on the night section, found someone to weld it for them at 5 AM and fixed it, the repair had caused a hub to split, so they loaded the Riley into a transporter and swapped an axle loaned to them in a garage of a friends friend who basically gave them the keys and said "Crack on!". I can tell you that I was over the moon to see them pull over the line at JOG, sincere congrats ladies and to Peter, it was my pleasure and honour to share the event and some laughs with you.

And so we left Llangollen, we were on pacenotes, neither of us needed maps for the corners, just the pure adrenalin of keeping up with the event had us both elated, we were on it. Bob drove up from Llangollen, our first call was at Clapham, passing by my old Gamekeepers work at Claughton, we were on it. I don't think I have read a map better, we got caught from Wray to High Bentham behind a slower car, the 14 foot long Mercedes Van we had unable to pass on the narrow lanes, as soon as the car turned off it was " 350, 30 right into 45 left tightens"..Bob was pedalling. Hard. We had but a few minutes to get into the control as it opened and help out. Shon Gosling and his wife were there, unfortunately retired, the steering bent on Shon/David Mustarde's car beyond repair.. Still the spirit of LeJog kept Shon in..We shared breakfast with them in Carlisle and bode them well, another pair of true rally people.

Continued on Page 43



Le Jog : Continued from Page 42



At Clapham, we got the shout to cut to Stanhope/Eastgate, cones were needed on a manoeuvrability test and we were loaded not just with bags, but also loads of cones, the van went quiet as we hit Ingleton to Hawes, Bob calling the crests as flat, as the sprinter van was.. truly flat. I had undoubted confidence in my co-driver, we kept it lit 'til Hawes, until we joined on a stretch of road to Brough we knew but weren't familiar with, the pedal was still in, we had limited time to reach Eastgate, the chief Marshal at this test, Joy, had been on the phone asking how long we would be, toe planted. We called into Middleton in Teesdale, met by John Kiff no less, it has been one of the experiences of the event to get to know people I have known and admired for years, some disappointing, some being far more (John Kiff, this is you amongst a few others) than I could have wished for, Bob Hargreaves the main one, we didn't have a cross word for 6 days nearly. Bob, you Sir are a legend and a friend I never want to lose. At Middleton, we also met Fred Winter, a true character, we didn't have much time to chat, but made acquaintances and that is for sure another person I will look forward to further getting to know.

And so we headed for Stanhope, we met Pete (Head Scrutineer who was marshal at Stanhope), I threw a clipboard at him through the opened window on the drivers side, "I want this time, this time now.." mimicking a crew under pressure.. "If you want a time get a watch, now f*%k off.." said Pete with a dry smile, we cracked up laughing, shook the hand of yet another character of LeJog and made our way to Eastgate.

As we pulled up into the test, Joy came over and shook our hands, wherever we were, we always received an amazing welcome, everyone in Le Jog is against it, and no matter how small the difference you make, it is appreciated.. We spent as much time as possible at Eastgate, Bob is back there in 2014 as Chief Marshal on "The Flying Scotsman" and he wanted to get a feel for the place. We helped out setting cones and giving the HERO hi vis vests to those a little inconspicuous.. One sad thing that annoyed me here was a pair who turned up just as the first cars were due asking to marshal, Joy found them a job, which was obviously not what they wanted due to their expressions, they soon scarpered. The only bit of negativity I actively saw in 2100 miles of Le Jog.

We had to leave to get the competitors bags to The Crown and Mitre in Carlisle, before first car arriving. The roads from Stanhope to Carlisle Via Alston were tight and we were against the clock, a massive, massive thanks has to go to the marshals and section commanders who ran Sunday afternoon in the horrible weather we had, horizontal rain and howling winds, every single one of you that stood out in that, I doff my cap and thank you on behalf of HERO for the difference you made. True stars. We got to Carlisle handy, a few minutes to spare, the ensuing meal we shared with Gerd, James, Pete and others was superb.. James (Car 20) called a waitress over.. James is a stockbroker, and a laugh to boot. This very attractive waitress joined us.. James said "Can you recommend a red as fruity as you are?" I howled, I don't think this young lass had ever come across such a person, on seeing she was embarrassed, James reeled his attentions in, and made sure she understood he was having a joke after a stressful day.. The rest of the meal went by and we actually got a great nights sleep.. we left Carlisle after a hearty breakfast, said our farewells to people who were leaving us and headed North, it was unbelievably warm and the trip from Carlisle up through the borders was pretty un-eventful, we navigated our way to Loch Lomond and then cleaned up a test that had been run by Fred Winter, all immaculately packed away and ready for collection! As we were loading up, two ladies of a certain age came wheeling into the car park and asked with some dissapointment, "Where are all the cars?" Informing them that the test had ended whilst they were in their spa, and they would have to catch up if they wanted to see the vehicles of their youth competing. They declined, and said they had a pressing lunch appointment and bimbled off, it just proves how powerfully we are connected to these wonderful old cars. Two well to do ladies wanting to share in the atmosphere who would never normally bother with Motorsport.

The run from here took us via Helensburgh, Loch Gare, Loch Long and the infamous "Rest and Be Thankful" Hill-climb at Lochgoil Road End. "Rest" is now in wonderful condition, after being given a fresh coat of Tarmac, this challenging "Old Military Road" was eagerly awaited by many, the resulting spectators stood on the road side proved this.

On from here to a wonderful setting in Inveraray where an excellent lunch at The Loch Fyne Hotel was partaken, the views and company here was superb, many relating their stories from Carlisle, and to hear so many languages and dialects being spoken at one time was wonderful, truly cosmopolitan. We didn't have any official duties or controls on this leg of Le Jog, bar the luggage carrying and article writing which was our main task, the journey through The Trossachs and on towards Oban as dark fell was simply good fun. We headed on through Fort William, hooked a left at Spean Bridge and caught the rally up as they attempted a tricky regularity section before the run down to the last break at The Kyle of Lochalsh, the long run into here had a few surprises for the crews, a series of hidden code-boards whose locations were not exact and kept navigators on their toes.

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We were privvy to the locations and it was great fun to follow cars and watch them searching the whites at the sides of the main road for the elusive boards. We decided to check them also and had great fun taking in some wonderful whites in a Sprinter van! It was also a history lesson, as we passed the battlefield of Glen Shiel, the last place in the UK to have foreign troops assisting and in combat on both sides, It was here that the British held off and defeated the Legendary Rob Roy MacGregor in 1719. The battle taking place on and around the poetically named "Five Sisters of Kintail" Mountain range. We reached the hotel and were a little perturbed to see the local petrol station closed, John Kiff putting our minds at rest as he had been in contact and told us that after the evening meal, the petrol station would be open, the van had given us excellent fuel return, but we wanted to top up for our last run north. True enough, the fuel station was open and we said goodbye to "The Kyle" and it's wonderful Venison Casserole as we had a job to do now on Plockton Airfield to set up and assist with the first test of the night after the break. Many people don't understand the attraction of Le Jog, it is a marathon, pure endurance, the majority of the route's mileage comes on the final day and night, I may be wrong but I think I heard say that " 10 miles out of Carlisle we are half way..." That gives you an idea of the enormity of this route.

And so the test came and went, no problems at all and this then sent the crews heading up the north west side of Scotland, where as Bob and I cut through country and took the A890 and A832 towards Inverness, the sky was amazing, I have never witnessed such a spectacle of stars, and to see a huge 10 point plus Red Stag with his hinds and some lesser fellows framed by the stars was one of the highlights of the whole route for me, that and the odd shooting star we saw will stay in my mind for a very long time. We pushed on, passing into the small hours and heading up the East coast, passing over the Dornoch Firth, keeping right at the A9/A99 junction and heading the last few miles on through Wick and

to the final destination at John'O Groats. We landed here at about 3 am and had a couple of hours where we had chance to nap, albeit in the van, with the heater on! It was bloomin cold in them wee small hours I'll tell you! Our colleagues, Keith and Paul joined us, as did Franco and Roberta along with Ian Wallace. We started to erect the finish stand in a stiff breeze as daylight broke. The views over to the Orkneys were amazing, the sunrise one of the most beautiful I have ever witnessed, the sky turning from a pale gold to a crimson red as the sun broke the horizon, it was at this point I actually shed a tear, the moment, the event and the setting overwhelming me. Stunning.

And so the first car arrived, Patrick Burke's TR4 crossed the line, accompanied by the Piper in full traditional dress, it was amazing. The elation and satisfaction of being there took many crews aback, some shedding tears, some embracing each other as their finishing medals were passed onto them. A crowd of spectators gathered, with some being locals and some who had followed the event from as far afield as Germany as marshals, and then of course it wouldn't be LeJog without the wonderful Mr. John Miller. This gentleman has graced everyone of the 19 finishes at John O Groats, he is a very quiet gentleman who adores to see the cars. After speaking with Clare Nedin, she informed me that Mr. Miller used to arrive on a classic old motorcycle in years past, and has often shared a dram or two with the crews post event. The last car to come over the finish was the Talbot Tagora of Michael Krey and Clemens Luber, I had asked clerk of the course, Peter Nedin if we could honour Mr. Miller and let him wave the last car over the finish, the flag waving was energetic as a huge smile erupted on Mr. Millers face.. His handshake afterwards showed how much this meant to him.

And so we retired to The Norseman Hotel in Wick, some crews and event staff taking the time to have a few hours sleep before the nights proceedings and award cermemony. I was on writing duty for the HERO website, I had also been tasked with tweeting as much info as possible, again, this was hampered by the poor cellular coverage. No sleep for me as the results went final at 16:00 hrs, I had a piece ready and posted it to the world to read, it really was a relief to post the last results and I was so happy that The Norseman had a decent Wi-Fi connection in the bar! There isn't much else to relay to you now about this event, the run home was a long yet uneventful affair, I dropped Bob at Milnthorpe Train station and I made the final 60 or so miles home to Liverpool in rush hour traffic. Arriving home to be greeted by my lovely wife and the narky little terrier who is our best friend was emotional, I had achieved the dream, and lived it. 2100 miles almost, through some of the most stunning scenery in this country, I had made many new friends, and had the time of my life doing it.

There are a couple of people I would like to thank publicly for their help, support and belief in me. Guy Woodcock, brick counter and all round good egg, I've said all I want to say to you already. Bob Hargreaves, road rally legend, all round top bloke and not one cross word passed between us even after long periods of no sleep. I am honoured to count you as a friend. Wendy and Jack, my two best friends whose support and love gave me the chance to achieve a dream, I love you both with all my heart.

So that's it, LeJog, done.. I'm already busy with a couple of projects later in 2014, and who knows, there may even be another outing on Lands End to John O'Groats.



In Defence of Sebastian Vettel

We are getting towards the end of the year and still most of the SD34 championships are still up for grabs, unlike most of the national or international championships. (*well they were when this was written at the end of November*)

Obviously the one that gets all the attention is the F1 world Championship and, unfortunately, because of Sebastian Vettel and Red Bulls dominance there has been a lot of bad press.

I find this puzzling, it is not uncommon for the best drivers to be in the best car, no matter what the category, and no matter whether it's international, national or local the cream always rises as they say. You'll find it difficult to name any world champion, be it racing or rallying, who hasn't had the best team around him.

Look back to the very beginnings of the World Championship, in 1950, and Alfa Romeo where the cars to have and who do you find in them, Giuseppe Farina the lead driver and Juan Manuel Fangio the best drivers around and they dually finished first and second in the championship. They did the same in 1951 but with Fangio the champ. Come 1952 and the FIA change the rules, grand prix would be run using F2 cars. The big 4.5 ltr cars that had been used were becoming obsolete and none of the manufacturers had new machines so F2 became F1. The car to have now was a Ferrari and they had a team of four Alberto Ascari being the number one. He took the championship in both 52 and 53 and set a record that a certain Sebastian Vettel has now equalled, having won in America and Brazil. From the European GP at Spa in 1952 to the Belgium GP also at Spa in 1953 he won every race.

Then came the dominance of Fangio, he won the title for the next four seasons, with different cars, as being the best he had a choice Mercedes Benz for '54 and '55 Ferrari for '56 and Maserati for '57.

Come 1958 and you could say this was a year when the best car didn't win the title, Stirling Moss driving for Vanwall won four races to Mike Hawthorn's one for Ferrari but it was Hawthorn's title thro' greater reliability.

Into the sixties and Jim Clark was the best, he never drove for any manufacturer other than Lotus and won two world championships. He started in 72 world championship GP's and won 25 of them; it would have been many more but for the frailty of the cars that Colin Chapman built. Colin Chapman was the Adrian Newey of his day but his cars weren't nearly as reliable. Jim Clark, like Sebastian Vettel, he had the best car and the best designer behind him.

Come the seventies and we find Emerson Fittipaldi winning for Lotus, that man Chapman comes to prominence again with the Lotus 72, and Jackie Stewart with the Tyrrell, between them they won five titles from '69 to 73, Jochen Rindt breaking the sequence in 1970.

During the mid 70's early 80's no team dominated, Ferrari won three titles, McLaren, Williams and Brabham won two each and Lotus one. We then get back to a dominant team when from 1984 to 1991 McLaren won seven titles from the eight available. This when John Barnard designed the MP4, the first to use the carbon fibre chassis, and Ron Dennis had Alain Prost and Ayrton Senna the two best drivers of the day.

In 1988 they won 15 of the 16 races Ayrton Senna was leading the only race they didn't win when he crashed lapping a back marker. I don't recall anyone claiming that the racing was boring, maybe because McLaren allowed their drivers to race!!

We then come back to Adrian Newey, after designing race winning cars in America, with IMSA GTP and CART, yes, in 1981/2 his cars won the GTP championship before switching to CART racing (Indy cars) where his cars not only won the Indy 500 but the CART title for the next two seasons before F1 beckoned.

After the dominance of McLaren we now get the dominance of Adrian Newey from the early 90's to the present day, apart from the Michael Schumacher years, Newey's cars have been the ones to beat, during that time they have secured titles for Nigel Mansell, Alain Prost, Damon Hill, Jacques Villeneuve, Mika Hakkinen and now four for Sebastian Vettel.

But what of that other Sebastian, Loeb he won nine titles in a row, 76 wins from 167 starts but I never heard anyone complaining that it was boring, probably due to it not being on TV or the fact that he had no one to beat??? Who's betting on the next Seb, Ogier that is, on not winning next year's title. But with the state of World Championship rallying at the moment that's another story.

In the mean time just be thankful that you are witnessing a driver on top of his game and a great champion in Sebastian Vettel.



MSA clubs set for insurance windfall

MSA-registered clubs that organise events will benefit from a significant rebate on their insurance fees at the end of this year.

All event-organising clubs collect 'per capita' insurance fees from competitors and provide this to the MSA to cover the costs of insurance premiums.

The MSA works hard to obtain the best possible insurance arrangements, and at the same time through risk management and by establishing a partial self-insurance scheme, aims to ensure a surplus over premium and to make a rebate to the clubs concerned.

In previous years the MSA has been able to return approximately 16 per cent of the insurance fees to clubs at the end of the year.

This year, however, thanks to the MSA's new insurance set-up that effectively establishes a higher excess on the policy, combined with further good work throughout the sport in terms of risk management, the MSA rebate to clubs for 2013 will be 30 per cent of their original insurance fees.

"This is will be welcome news for the clubs at the end of another difficult financial year," says Rob Jones, MSA Acting Chief Executive. "The MSA is constantly reviewing its insurance arrangements to see how it can best achieve cost-effective cover for the sport and the new self-insurance scheme has started particularly well. Combined with our constant promotion of a pro-active Risk Management agenda, we have this year been able to save a significant proportion of the insurance fees which we can now give back to the clubs. One word of caution however, there is no guarantee as to what any future rebate will be, but 2013 is very good news."

2&4 welcomes Road Races amendment

The 2 & 4 Wheel Motorsport Steering Group, the umbrella organisation for regulated motor sport in Northern Ireland, has welcomed the granting of 'Final Stage' approval to the Road Races (Amendment Bill). The proposal will provide flexibility within the Road Races legislation to help avoid events being abandoned in circumstances such as the adverse weather conditions that afflicted the Ulster Grand Prix in 2008 and the North West 200 in 2011 and 2013.

Alan Drysdale, Chair of 2&4, said: "I have been keenly monitoring the progress of the bill through the assembly processes and have been much encouraged by the interest and support shown by Members of Legislative Assembly from across all parties and I like to thank Minister Kennedy and the MLAs for this. It is very evident that MLAs fully appreciate the considerable economic benefit to Northern Ireland of events such as the Circuit of Ireland Rally, the Ulster Rally, the Ulster Grand Prix and the North West 200."

Wales Rally GB back with a bang!

November's Wales Rally GB concluded the 2013 FIA World Rally Championship in spectacular fashion with a hugely successful return to form following a move to North Wales.

New World Rally Champions Sebastien Ogier and co-driver Julien Ingrassia delivered a masterclass to win the rally for the first time. Meanwhile MSA Team UK driver Elfyn Evans – navigated by Daniel Barritt – dominated the WRC2 category to win on home soil by over a minute [see page 12].

In a joint message, Andrew Coe, Chief Executive of rally organiser International Motor Sports, and MSA Acting Chief Executive Rob Jones, thanked the thousands of volunteers who made the event possible. "While congratulating Sebastien and Elfyn, we must also pay tribute to the 3,500 volunteer marshals and officials who once again ensured that the rally ran safely and effectively," they said.

MSA Team UK's Evans joins Meeke in 2014 WRC

The MSA has congratulated Team UK driver Elfyn Evans on securing a full-time drive in the 2014 FIA World Rally Championship with the Cumbria-based M-Sport team. Evans, aged 24 from Dolgellau in Wales, has been part of the national squad since 2011. The MSA has supported his progress in key areas of talent development through a bespoke performance management programme. Robert Reid, MSA Performance Manager, said: "Elfyn has worked really hard to reach the top level and he should be extremely proud of what he has achieved in securing a full-time WRC drive in a top car. In some ways this is just the start for Elfyn; he will now be keen to establish himself as one of the top WRC drivers and challenge for the WRC title in years to come, so we will continue to do everything we can to support Elfyn next year and make sure that we help him to maximise his potential. Elfyn is further proof that if you have the talent and you work hard enough, you will get an opportunity."

The announcement means that the UK will next year boast two full-time WRC drivers in Evans and Northern Ireland's Kris Meeke, who was announced last week as lead driver of the Citroen works team.

Rob Jones, MSA Acting Chief Executive, said: "The news that Elfyn and Kris will be WRC drivers in 2014 is absolutely fantastic news for UK rallying and I am sure that they will pick up where our late, great champions Richard Burns and Colin McRae left off. Elfyn's promotion to the top flight is also testament to our MSA Academy and the Team UK programme, which is making a real difference to the lives and careers of Britain's most promising drivers, not just in rallying but in circuit racing and karting too."

MOTOR SPORTS COUNCIL DECISIONS AFFECTING 2014 REGULATIONS

November 2013

Signing-on sheets

MSA Clubs are reminded that new signing-on sheets should be used by all event organisers. These incorporate a fuller disclaimer to address the concerns of the MSA's insurance broker. The new forms can be accessed here: <http://www.msauk.org/site/cms/contentviewarticle.asp?article=761>

Race flags

From 1st January 2014, regulations governing flag signals at race meetings will be changed as follows. These new regulations should be read in conjunction with the 2014 Blue Book – changes are indicated in red type:

Q15.1. Officials' Signals will be conveyed to drivers by the following flag signals (14.4). Signals (k), (l) and (m) may be displayed by an appropriately coloured panel to which the competitor number may be attached: (e) Yellow flag – **Waved**: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

(f) Yellow flag – **Double Waved**: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking. (This signal may be supplemented or replaced by flashing yellow light(s), as an added warning).

(i) Green flag - **Waved**: All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap.

Q15.1.1. At an incident where the track is obstructed, or marshals are working at the trackside, the following signals will be used:

(a) A **WAVED** Yellow at the post before a **DOUBLE WAVED** Yellow. (The waved yellow flag may also be supplemented or replaced by flashing yellow warning lights).

(b) A **double** waved Yellow flag at the post immediately preceding the incident. (The waved yellow flags may also be supplemented **or replaced** by flashing yellow warning lights).

(c) A **waved** Green flag at the post immediately after the incident.

(d) If the incident is well off the track and marshals are not working at the trackside, the incident may be indicated by a **single waved** yellow flag, followed by a **waved** green flag, or by a Hazard Area board.

Protest payments and appeals fees
A new paragraph has been added to regulations C5.1.2 and C6.2 as follows:

Where facilities exist for immediate payment by electronic transfer of funds of the above fees, the payment by such method is acceptable.

International D Race Licences

In line with the FIA's introduction of the International D Licence, the MSA has made the following regulation changes with effect from 1st January 2014:

Racing – How to Retain a Licence

H14.1.5. A competitor who can provide proof of ever having held an International 'C' Race licence may renew it for a 2014 International 'C' Race licence or a 2014 **International 'D' Race**, National 'A' Race, International Historic Race or National 'B' Race licence.

H14.1.6. A competitor who can provide proof of ever having held an International 'A' or 'B' Race licence may renew it for a 2014 International 'C' Race, **International 'D' Race**, National 'A' Race, International Historic Race or National 'B' Race licence. Special arrangements exist for retaining an International 'A' or 'B' licence and are contained in Appendix L of the FIA International Sporting Code.

Racing – How to Upgrade a Licence

H14.2.1. Please note that Rallycross signatures are NOT acceptable for upgrading any Race licence.

H14.2.2. National 'B' to National 'A' Race. A competitor who is qualified to hold a 2014 National 'B' Race licence may upgrade it to National 'A' Race licence either at renewal or during the year as follows:

(i) Obtain Clerk of the Course's signatures on the Upgrade Card certifying that the qualifying events have been successfully completed. These are 6 National 'B' or Clubman Races (these can all be from one circuit), or 12 Junior Race signatures, and must not contain more than 1 signature from Races organised by or on behalf of Racing Schools which form part of a school course or curriculum.

(ii) One of the Clerk of the Course signatures required for having successfully completed a Race may be replaced by a Clerk of the Course signature recorded on the Upgrade Card for completing a day on a marshal's post during a race meeting.

H14.2.3. One of the Clerk of the Course signatures for having successfully completed a Race may be replaced with a signature recorded on the Upgrade Card for having successfully completed an ARDS Advanced Course.

(H)14.2.4. National 'A' to International 'D' Race.

A competitor who is qualified to hold a 2014 National 'A' Race licence may upgrade it to International 'D' Race licence either at renewal or during the year, without any further qualification.

H14.2.5. National 'A' or International 'D' to International 'C' Race.

A competitor who is qualified to hold a 2014 National 'A' Race **or International 'D'** licence may upgrade it to International 'C' Race licence either at renewal or during the year as follows: Obtain Clerk of the Course's signatures on the Upgrade Card certifying that the qualifying events have been successfully completed.

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MOTOR SPORTS COUNCIL DECISIONS AFFECTING 2014 REGULATIONS

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These are 3 National 'A' or International 'D' Races OR 2 National 'A' or International 'D' plus 2 National 'B' or Clubman Races OR 6 National 'B' or Clubman Races. In all options signatures must be obtained at 3 different venues.

Chart 26: Competitors Minimum Acceptable Licences

Licence Type RACE International (12)

(3) Race (12), Speed and Stage Rally licences are valid for Rally-cross.

(12) Weight to power ratios have been imposed by FIA according to licence status. Unless otherwise stated in Championships, Series or Supplementary Regulations, reference to International Race requires a minimum licence status of International 'C' Race.

Grid Place penalties

With effect from 1st January 2014, a grid place penalty of up to 10 places may be applied at race meetings following a successful trial in 2013:

C2.1.1. The penalties that may be inflicted are, in order of increasing severity, as follows:

- (a) Reprimand (2.4).
- (b) Fine (2.4).
- (c) Time Penalty (or Position Penalty – Karts or Grid Place Penalty – Circuit Race) (2.3).
- (d) Exclusion (2.5).
- (e) Suspension (2.6).
- (f) Disqualification (2.7).

C2.1.7. The number of points will be determined not by reference to the type of offence but by reference to the type of penalty imposed.

- (i) Verbal warning – 0 points (not recorded on licence)
- (ii) Formal written reprimand – 2 points
- (iii) Fine, Time, Grid Place or Position penalty – 3 points
- (iv) Exclusion from practice, heat, race or an event – 4 points
- (v) Exclusion from the meeting – 6 points.

C2.3. Time Penalty (G.5.3). The Clerk of the Course, or the Stewards of the Meeting, may impose a penalty of up to 10 seconds (or up to one minute if a race of more than 30 miles) on any competitor considered to have obtained an unfair advantage (whether inadvertently or not) in a race. The penalty may be imposed after the race has finished.

C2.3.2. At Race meetings, up to a 10 Grid Place Penalty may be applied at a driver's future Race, only where that penalty can be applied during that Meeting or the contested Championship or Series.

Historic Stage Rallying

This regulation amendment was omitted from the proposals that introduced Category 4 in Historic Stage Rally as approved by Motor Sports Council on 11th June 2013. If left un-amended it would mean that a number of vehicles intended for acceptance in Category 4 would not be eligible. The new regulation with effect from 1st January 2014 is as follows:

R49.8.2. Four wheel drive vehicles fitted with forced induction are prohibited in Historic Categories 1, 2 and 3.

Fuel Testing

From 1st January 2014, Regulation J5.13.4 requires that all vehicles must:

J5.13.4. Use Pump Fuel (see definition Nomenclature and Definitions) except, subject to prior written authority having been given by the MSA, where permitted otherwise under event SRs, and Championship Regulations. Where Authority for FIA specification fuel is given by the MSA the fuel must be in compliance with FIA Appendix J Article 252, Article 9.

The effect of this regulation is that even where dispensation is granted by the MSA not to use pump fuel, any fuel must now comply with FIA regulations – in other words it must not currently exceed 102 Octane.

The MSA takes the opportunity to draw this regulation to the attention of Competitors and Organisers and to notify the sport that a fuel testing programme will be undertaken throughout 2014.

Organisers are particularly advised to assist the process by ensuring that suppliers of non-compliant fuel do not attend events.

"The issue of fuel compliance is designed to ensure that all competitors are able to compete fairly on a level playing field," says Rob Jones, MSA Acting Chief Executive. "All our technical experts confirm that there is no reason for vehicles to have to run with an octane level higher than 102. It is extraordinarily expensive to purchase high octane fuel and has the consequence of encouraging other competitors to do likewise to maintain a fair performance level. We all have a responsibility to manage the costs of motor sport and this is a good place to start."

Kart Sporting Committee

There will no longer be a Kart Sporting Committee. Kart Technical Committee will continue to meet separately and report to the overall Kart Committee.



The Motor Sports Association (MSA)

is recognised as the sole motor sport governing body for the United Kingdom by the world governing body, the Federation Internationale de L'Automobile (FIA).

**MSA, Motor Sports House,
Riverside Park,
Colnbrook, Slough,
SL3 0HG**

New fixtures and permits system goes live

The new MSA online fixtures and permits system is now operational, featuring improved presentation, increased functionality and greater ease of use. The new system also allows clubs to view all their permits and fixtures in one combined area on the MSA website. Other advantages include:

Allowing all MSA-listed Club Officials who have a club's log-in details to apply for Permits

A clone facility for applications and Fixtures, even from the previous year

A full events list on the MSA website.

All permit applications are now automatically inscribed on the fixture list, with an option to create the permit or clone the fixture to produce a calendar of events for the year. A new status key has also been created to show permits that have been cancelled, issued or that are being processed. Other features include:

More control over permit applications – create permits from fixtures, edit fixture details and cancel permits

View and print paid permits from the previous 12 months

Email reminders when permits are due for payment.

To access the fixtures and permits section, log in as the club and click on 'Organisers' followed by 'Fixtures & Permits'. You can manage your events under 'My Club's Fixtures and Permits'. If you have forgotten your login details, please email james.tattersall@msauk.org

Club survey reminder

The MSA has received over 200 responses to its club survey and urges any registered club that has not yet submitted feedback to do so as soon as possible.

The survey is anonymous, and only one response per club is required. To access the survey, please click here: <https://www.snapsurveys.com/wh/s.asp?k=137949110965>

Any queries should be directed to MSA Development Officer Jess Fack via jess.fack@msauk.org

Governing Motor Sports in the UK

The MSA is a member of the FIA

MOTOR SPORTS ASSOCIATION
UNITED KINGDOM

MSA

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You are here: > Fixtures & Permits

Fixtures and Permits

A Fixture is a club's prescribed date for an event. When a Permit has been issued, the organising club has been granted documentary authority by the MSA to organise and hold an event.

Search for motor sports events across the country:

| | | | | | |
|--------------------------------------|--------|--------------------|---------------------|--------------------|------------|
| Name of Club <input type="text"/> | Search | 1 week 3 months | 4 weeks 6 months | 2 months 1 year | all events |
| Type of Event All | | | | | |
| Permit Type All | | | | | |

Status Key
Green Permit has been issued by the MSA.
Yellow Application being processed.
Red Permit has been cancelled

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Bolton-Le-Moors taster event raises £700 for charity

Bolton-Le-Moors Car Club raised an estimated £700 for the North West Air Ambulance during the recent Neil Howard Memorial Stages at Oulton Park.

The club ran an autosolo taster event alongside the rally to give members of the public a taste of club motor sport in exchange for a small donation to the North West Air Ambulance. Among the drivers was former MSA British Autotest Champion Paul Swift, and the club reported that hundreds of passenger rides were given, with many people enjoying more than one go each.

Wigton MC is named Club of the Year

Wigton Motor Club has been named the JLT MSA Club of the Year for the second time, following its 2005 success. The judging panel concluded: "Wigton remain an extremely strong club who have carved themselves quite a unique niche in the motor club market, perhaps helped by their location at the heart of the Lake District. There is no doubt that Wigton have made further successful inroads since their win in 2005 and keep developing their 'product'. Their persistence for success is considered worthy of further recognition.

Car Sales Continue To Recover

Unfortunately GTF demands my copy before December is over (and I'm late as I type) so I can only report scores to end November. Another good month in the UK, about 7% up on last November, and nearly 10% up for the year so far. BMW outsold Audi for the month but only by a few hundred cars so face a mountain to climb in December. The task looks impossible for BM, but I've recently been inundated by BMW offering their September pre-registered cars at big discounts, presumably looking to create space for the December pre-registrations they're about to do?

The real winner was Mercedes, over 3000 units behind BMW last November, under 1500 cars behind this November. So they've halved the gap, perhaps their promise to overtake BMW and Audi by 2015 is not as silly as it sounded a year ago? Mercedes are almost 19% up for the year, Audi 13% up, BMW 6% up – impressive from Merc.

The industry is now forecasting a total new cars sold (sorry – registered) this year of around 2.25M, 25% up on the low point about 4 years ago. Next year and 2015 are expected to show only a small growth from 2013, but most in the industry are much happier with life than they were a couple of years ago. One worry is that most of this year's sales will be coming back into the used market in 2 or 3 years time. If the economy isn't strong enough to generate high used car demand, used prices may drop significantly, a difficult one to manage.

European Sales Improving At Last

For the third month in succession European sales showed a growth over the same month last year, and now seem to have bottomed being less than 3% down for the full year. Over Europe as a whole VW have a commanding lead selling over 1.5M new cars with Ford second at just under 900,000. Again Mercedes perform best of the prestige brands catching their rivals rapidly. Skoda continue to do well. Now in the top ten for the first time.

Dealers Sitting On A "Timebomb"

I have mentioned before my doubts about the future of the big and very expensive showrooms manufacturers continue to demand from their dealers. The industry franchise system is unusual, manufacturers demand the investments, but it's the dealers who fund it. There is great concern that as customers' behaviour patterns change with much more use of the internet the facilities currently in place will be come obsolete as much of the High Street has, but many manufacturers are continuing to demand bigger and better showrooms, with the dealers forced to sign the cheques. One industry analyst is now advising dealers to demand from the manufacturer a clear and credible 10 year view of how they see their distribution networks developing before committing to any significant property developments, and if this is not forthcoming proceeding with great caution.

Few of us could have envisaged 10 years ago just how many bank branches would now be pubs, wine bars, and restaurants. Quite what the alternative use might be for a big car showroom on an out of town site which had originally cost maybe £2m plus land I can only wonder? There is no question about the behaviour changes that are happening, and to me these changes are gathering pace rapidly. The analyst referred to above had described investing in facilities designed for the current model as "extremely risky" – who's to argue?

Electric Cars

BMW have just launched their first electric car, the i3. Reviews have been good and advance orders are said to be strong. However manufacturers have a habit of counting dealer orders for stock as "sold" when they are in fact only sold to the dealer, so we shall see. Again the car is not cheap at almost £26000 after the government grant for a car about the same size as the Kia Picanto which is available for about £7000. Meanwhile controversy rages about the amount of money spent on establishing a network of charging points for electric cars. In London there are now 1392 such points, which cost £8.3M of public money to install. In the 3 months to end September this year only 349 were used AT ALL! In 3 whole months! Nationally there are 8600 publicly funded charging points, which is one for every two electric cars on the road. Some have no recorded use for over a year. One voice of sanity has pointed out that if a fraction of the money spent on subsidising electric cars and paying for charging points had been spent on converting London's 20000 diesel taxis and 8500 diesel buses to electric power the environmental benefits would have been far higher. Sounds far too sensible an idea to have any chance to me?

Less Really Is More

I read a very interesting article about the waste of resources involved in producing exotic cars that are capable of over 200mph. The writer made some telling points, like:

- There are very few places, even racetracks, where these sorts of speeds can be experienced.
- VERY few of the owners will be capable of safely handling the car at those speeds.

To reach those speeds bigger engines are required, which means more weight. Same applies to the transmission. The greater top speed and increased weight inevitably mean bigger wheels and tyres, all of this means bigger brakes. The 155 mph car this theory goes is a far more sensible proposition, and add to that the fact that most of the 200mph supercars sold go straight into collections where the acceleration required is that of the value.

On the same then I've been reading road tests of the latest version of the Caterham 7, called for no obvious reason the 160. Of recent years Caterhams have been developed with bigger and bigger engines, with even these light cars putting weight as a result. To say nothing of prices of over £50000.

Now a new version has been developed at the request of the Japanese importer to comply with the *Kei* regulations that mean tax and parking exemptions in Japan's crowded cities. Rules are no more than 660cc, shorter than 3.4m and narrower than 1.48m. One third of all new cars sold in Japan comply with these regulations. For the 160 the powertrain including a live rear axle (narrow enough to meet the rules) is bought from Suzuki. For Japan there is a limit of 63bhp, but elsewhere a turbo is added to the 660cc 3 cylinder Suzuki clockwork to give a whole 80bhp. Of course the engine, gearbox, and axle weigh not much. 80 bhp means that skinny steel wheels suffice, even drum brakes at the rear. Tyres are 155 front, 165 rear. All the time saving in weight, and money, are adding up.

The result is a car that weighs 490kg, takes 6.5 seconds to get to 60, does 100mph, achieves 57mpg, emits only 114 grams of CO2 per km, and most of all is said by all who've had the pleasure to be enormous FUN to drive.

If you want to build it yourself it's £14995, built it's another £3000, then perhaps you'll have to dig a bit deeper if you want luxuries like a windscreen, doors and so on. Sounds great?



M-Sport will field a mix of youth and experience in the 2014 FIA World Rally Championship (WRC) as the winning potential of Mikko Hirvonen and Jarmo Lehtinen are combined with the raw talent and ambition of **Elfyn Evans and Daniel Barritt**. Both crews will take to the Cumbrian firm's Ford Fiesta RS WRC for all 13 rounds of next season's championship.

The news that Hirvonen is coming home will bring a smile to the face of many a rally fan. Having started his WRC career with the Ford / M-Sport operation in 2003, the Finn enjoyed eight years behind the wheel of M-Sport machinery and was instrumental in securing Ford's back-to-back manufacturers' titles in 2006 and 2007. With fourteen of his fifteen victories claimed with M-Sport's range of award-winning rally cars, Hirvonen's return also provides the team with a real contender for rally wins.

The Finn is hungry for success. Having finished as vice champion on four separate occasions, he was one of nine-time world champion Sébastien Loeb's main rivals and missed out on the 2009 championship laurels by a single point.

As he and Lehtinen return to the team which delivered the bulk of their success, the squad will be keen to see the Fiesta RS WRC piloted to the best of its potential. Since parting ways with M-Sport in 2012, the two Finns remained a popular crew in the eyes of the M-Sport family, and their homecoming brings a real enthusiasm for the season ahead.

Occupying the seat of the sister M-Sport Fiesta RS WRC, is one of rallying's most promising up-and-coming young talents. Evans' breakthrough performance in 2013 saw him elevated to the top of WRC competition. The Welshman showcased some impressive pace in the WRC 2 category, but it was arguably his performance at Rally Italia Sardegna which saw him stamp his authority on the world stage.

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Without the input of the above items and more information from Club Members & Member Clubs then the Magazine has very little point. It needs your input to be a success and relevant to member clubs and motorsport in the North West

A world rally car debut is no mean feat, but when combined with unknown stages, an unfamiliar co-driver and a mere two days of preparation, the youngster's sixth place finish was a revelation which saw him join an elite group of 'rookies' to have impressed to such an extent on their world rally car debut.

Working closely with the team, **Evans and Barritt** will be given the opportunity to learn from their team-mates' expertise whilst refining their own pace and experience ahead of a prospective long-term campaign with the Cumbrian firm.

In 2005, Ford and M-Sport set out to create an effective 'Ladder of Opportunity' through which rallying's brightest talents might progress to the pinnacle of the sport. Evans provides a near-perfect example of that system in operation. The youngster started his career with the Ford / M-Sport partnership in 2007, winning the Ford Fiesta SportTrophy series in both the UK and Ireland. Progressing from the Ford Fiesta ST to the globally successful Ford Fiesta R2, it was not long before he was a regular on the WRC stage – winning the 2012 FIA WRC Academy Cup with a dominant display on both gravel and asphalt. The WRC 2 category swiftly followed with some inspired performances behind the wheel of the Ford Fiesta R5, and in 2014, the Welshman will complete his ladder of success by lining-up for a full season in M-Sport's top-specification Fiesta.





2300 Club are pleased to announce the winner of the **2013 John Easson Award.** **Chris Ingram**

Chris has been chosen as the winner of this year's £4,000 prize fund to assist him with his rallying activities during the 2014 season. Chris was the choice of the selection committee after 3 hours of deliberations, which saw the attending finalists travel to Preston to take part in a one on one interview with the panel of judges, Allan Whittaker former international co-driver and boss of Motordrive Seats, Co driver legend Ian Grindrod, and boss of Cope Engineering and the vastly experienced rally driver John Cope.

Chris emerged as winner after a very close run contest with runners up Arron Newby and Aaron McClure who both made a very determined challenge for the award.

Chairman of the judging panel, Allan Whittaker of 2300 Club said following the interviews. "Once again this year the standard of applicants has been extremely high, choosing the finalists was in itself a very difficult job for the selection committee, but choosing a winner from the finalists was even more difficult, it is unfortunate that there could only be one winner, however we feel Chris will be a worthy recipient of the John Easson Award" and of course we wish runners up Arron & Aaron the very best of luck with her continued rallying".

On behalf of 2300 Club I would like to thank all of this year's applicants for taking part and look forward to seeing you again next year.

Allan Durham John Easson Award Scheme Manager



West Wales Rally Spares continues backing for R.A.C. Rally Championship

West Wales Rally Spares has confirmed renewed title sponsorship for the R.A.C. Rally Championship in 2014 following the runaway success of the championship's inaugural season in 2013.

The Ceredigion-based company, headed by competitor and enthusiast Gareth Lloyd, is a renowned specialist in the supply of parts for Mk1 and Mk2 Ford Escorts, from clubmans cars through to full to Group 4 specification cars. In addition, WWRS is a stockist for many of the leading brands of rally equipment and accessories and is an official Sparco distributor.

With over 30 Group 4 Escort Mk2s expected to pack out the 2014 entry lists, the partnership remains a perfect fit for both WWRS and championship organisers, the Roger Albert Clark Rally Motor Club. Lloyd will contest most rounds of the championship in his famous ex-Roger Clark/Haynes of Maidstone Escort Mk2, 'OKK 380P'.

"We are very pleased to continue our title sponsorship of the R.A.C. Rally Championship," said Lloyd. "I'm planning to contest most of the seven events in 2014 and am really looking forward to getting back to competing on a regular basis. The 2014 championship is shaping up to be even better than this year."

Championship manager Colin Heppenstall was delighted to confirm the on-going partnership. "West Wales Rally Spares is the perfect sponsor for the R.A.C. Rally Championship," said Heppenstall.

"WWRS is one of those specialist companies that make rallying happen and we are very, very pleased that Gareth and his team will continue to be central to the championship."

WWRS operates from a purpose-built 8000sq ft base in Llandysul, with a dedicated showroom. With experienced competitors on the staff, WWRS is the perfect point of information for hundreds of active competitors across the UK and Europe. The company can be contacted on 01559 363731 and its website is at:

www.westwalesrallyspares.co.uk

The 2014 championship starts on the Red Kite Stages on Sunday 2 February and event regulations will be available from

www.redkitestages.co.uk

The West Wales Rally Spares R.A.C. Rally Championship is the only championship for historic cars that runs first on the road on all events.

Friday 27th December Mr. Martyn & Mrs Hazel Taylor



CHELMSFORD MOTOR CLUB The XPart Rally Saturday 15th February

The XPart Rally is a day/night endurance road rally for lightly modified two-wheel drive cars limited to 1400cc petrol and forced induction diesel engines, and 2000cc naturally aspirated diesels, built to the Endurance Road Rally formula.

Starting mid-morning on Saturday 15th February 2014, the route will be centred around Bury St Edmunds, with over 120 miles of selectifs at various venues in Suffolk, Norfolk, Cambridgeshire and Essex, finishing around midnight

www.chelmsfordmc.co.uk

MSA British Rally Championship

2014 MSA British Rally Championship - "Driving Excellence"

Excellence is the unlimited ability to improve the quality of everything we do, committing to excellence is not an act it is an attitude - one that drives us to be the best that we can be for our sport.



Already proving to be a development arena for real talent, the main **MSA British Rally Championship** will continue to be the pinnacle of the sport in the UK and in recognition of this, the cars will run at the front of the qualifying rallies in a modern group. It will again feature just two-wheel drive cars in five new categories, BRC1 to 5 (see below).

Integral to the 2014 Championship will be the new **NGK Spark Plugs BRC Challenge Trophy** (formerly the BRC Challenge) which will be inter-seeded with the main BRC group, providing all the benefits of participating in the MSA British Rally Championship, but on a smaller budget. The Challenge Trophy runners will complete a shortened version of the overall route and are not allowed to do reconnaissance on gravel.

The 2014 MSA British Rally Championship (BRC) will comprise seven classic rallies, a mix of four gravel and three asphalt events, each offering a different length, terrain and character. New for 2014, the epic Rally Isle of Man will provide two points scoring opportunities creating eight rounds in total, with competitors counting their best six scores. With four rounds on each surface, separate Asphalt and Gravel Championships will exist for all competitors including BRC Challenge Trophy runners.

The introduction of a clear, logical, ladder of progression to support the growth of new competitors and their development through to the highest level in the UK has resulted in a new class structure BRC1 to 5. The outright rally wins and eventual British Rally Champion driver and co-driver are expected to come from BRC1 which is based on FIA R3 regulations, BRC2 will be for FIA R2 and Group N3 category cars and the technical regulations for both will provide for a one-off development of vehicles via the Championship Passport scheme.

BRC3 will comprise the **MSA British Junior Rally Championship** where for the first time, competitors will be allowed to build their own non homologated cars based on slightly modified R1 standard showroom regulations. The **MSA British Manufacturer Teams Rally Championship** will be award to teams fielding two cars in BRC1, 2 or 3. For newcomers and those competitors who prefer lower cost, shorter events, the NGK Spark Plugs BRC Challenge Trophy provides a starting point, experience and insight of each event, recce on asphalt rounds, plus reward and recognition with its own dedicated finish ceremonies. The Trophy classes, BRC4 & BRC5 will be open to non homologated vehicles and provide the BRC Stars of the Future (for under 21 year olds) a first rung on the ladder to BRC stardom.

The Championship will shortly be announcing the formation of the **BRC Constructors Commission** whose purpose is to engage with manufacturers, broaden the appeal of rallying and agree innovative ways of dealing with the complexities of balancing performance from the wide range of modern lower displacement car engines. The BRC is also developing a closer working relationship with **MSA British Historic Rally Championship**, joining forces to provide spectators with an exciting range of new and classic rally cars to see.

The individual successes of the Pirelli Star Driver competition and the Road to Wales WRGB scheme will be enhanced and continue in 2014. The final details of both initiatives are due for announcement at the Autosport Show at the NEC in January.

2014 Calendar (Best 6 scores from 8 rounds to count)

The calendar provides a geographical spread in England, Scotland, Wales, Northern Ireland and now the Isle of Man, each enjoying high-profile city centre starts and finishes, together with spectator stages that provide media exposure via regional TV news stations, radio, local and national press. This in-turn allows a tactical campaign of promotional activities.

| | | | | |
|-------------------|---------------|---|----------------------|-----------|
| Media Day: | 20 March | Tong Park, Leeds | | |
| Round 1: | 5 April | Rally North Wales, | Welshpool, | (Gravel) |
| Round 2: | 3/4 May | Pirelli Richard Burns Foundation Rally, | Carlisle, | (Gravel) |
| Round 3: | 30/31 May | Jim Clark Rally, Duns, | Scottish Borders | (Asphalt) |
| Round 4: | 27/28 June | RSAC Scottish Rally, | Dumfries | (Gravel) |
| Round 5: | 15/16 August | Ulster Rally, Enniskillen, | Northern Ireland | (Asphalt) |
| Round 6: | 11/12 Sept | Rally Isle of Man, | Douglas, Isle of Man | (Asphalt) |
| Round 7: | 12/13 Sept | Rally Isle of Man, | Douglas, Isle of Man | (Asphalt) |
| Round 8: | 17/18 October | Rallye Sunseeker, | Poole, Dorset | (Gravel) |

New Categories

The new categories are designed to provide a logical step in progression for those entering the BRC for the first time. Only two-wheel drive cars registered after 1st January 2001 will be allowed to enter in the following classes (older cars may be permissible with championship agreement):

BRC5 - Standard showroom specification cars up to 1600cc, equivalent to R1 spec, providing low cost entry level with limited and closely monitored technical modifications. BRC Stars of the Future U21's will need these cars.

BRC4 - Modified homologated and non homologated cars up to 2000cc. Sequential gearboxes only allowed up to 1600cc. Showroom shell profile only, wide track only on application.

BRC3 - Are BRC5 category cars allowing LSD and handbrake upgrades. MSA British Junior Rally Championship U24's will require these cars.

BRC2 - FIA homologated or championship passport Rally 2 category, Group A two-wheel drive cars up to and including 1600cc and Group N cars up to 2000cc.

BRC1 - FIA homologated or championship passport Rally 3 category, Diesel, Super 1600 and Group A cars (non kit) above 1601cc up to and including 2000cc.

DOES YOUR EVENT REQUIRE RADIO SAFETY CREWS

contact

Gemini Communications
Bill Wilmer 07973-830705
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Lookers Citroen in Preston

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*If there's anything we can do for you simply
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Duncan Littler

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Tel:01248 430015

Mob:07740 179619

e-mail: postmaster@dtlittler.f9.co.uk



MSA British Rally Championship BRC unveils 2014 plans at annual Open Day

The MSA British Rally Championship formally unveiled its plans for 2014 at the Competitors Open Day at Curborough Sprint Circuit last Friday, attending teams' drivers including Mark Higgins, Jonny Milner and Elfyn Evans demonstrating cars on the short asphalt track.



Championship Manager Mark Taylor briefed those attending on the 2014 structure supporting new and junior competitors entering the series for the first time, highlighting a joint prize pot of over £10,000. He also announced the creation of the Constructors' Commission, which amongst other objectives, has been set-up to broaden the appeal of the sport. The result of recent meetings of the Commission has created the opportunity for some new and exciting cars to run at the head of the rallies in 2014.

The Pirelli Star Driver is to change in 2014, with nominees coming from Championship category winners rather than the traditional on-event selection and the successful Road to Wales initiative was also confirmed to continue. Final details of both initiatives are due to be unveiled at the Autosport Show in January.

Manufacturers continue to support the BRC; Renault confirmed that the Twingo Renaultsport R1 Trophy UK prize in BRC3 will provide the winner with a fully funded drive in an R2 car on Rallye Du Var in November 2014. Abarth UK were in attendance promoting their intention to enter the BRC5 category with a one make series and BRC1 with their R3T 500. M-Sport demonstrated the high revving R200 and their BRC3 spec Fiestas.

Championship Manager Mark Taylor said, "Recent performances by our competitors on Wales Rally GB reinforces the BRC's pre-eminent position as a Championship that is developing real talent, and as a result, the BRC is running at the head of the events in 2014.

"Amalgamating the Challenge and allowing non homologated cars in the Championship provides competitor choice, opportunity and progression for those with either ambition or some who just want to enter classic rallies, have fun and take part alongside some of the fastest drivers of their generation."

Dunfermline Car Club STRC NEW VENUE FOR 2014.

Dunfermline Car Club are proud to announce after nearly 5 months of hard work behind the scenes we have secured a new venue for our Calendar of events in 2014, this is still at the very early stages of organisation and there is numerous items to be ironed out but before we move forward we need to know what you, the competitor thinks and whether you would support the Event.

The venue is **Machrahanish Airbase** near Cambletown in Argyll Scotland

The format, as I stated above is going to be based roughly on the following, proposed date would be between **1st July 2014 and 10th August 2014**, stage layout options are not a problem due to the size and quality of the airfield Tarmac and surrounding roads and no doubt decent mileage would be possible. The event would in our opinion be a 2 day event due to its location and would be based along the lines of the Richard Burns Memorial Rally being scrutineering Sat AM, stages in the afternoon, evening's entertainment and Sunday stages finishing around lunchtime allowing early afternoon stage clear up and leave for home in the afternoon.

Local Councils/businesses/volunteers and local clubs are 100% behind us and are willing to help out as much as possible but without you the competitor, buying in and supporting this event then there is no point going forward with finalising the details.

DCC would really appreciate feedback no matter if you are a competitor/Marshall/spectator/service crew via email to davidh@foxconstruction.co.uk.

Thanks in anticipation

Davie Hatrick and the DCC Committee

Whitby and District Motorclub

have come up with a provisional date of

Sunday the 30th of March

for the

Rally Time Trial.

The event will be held again at the Chris Birkbeck Rallyschool complex at Brotton.

Around a maximum of 25 entries on offer for this superb little venue for a great days action.

Details being put together now, so pencil this one in your diaries if interested As usual the event is run for purely to raise funds for a local childrens charity, KiltonThorpe Special School. We have raised over £2000 so far. The school is a brilliant place for the kids, and the teachers are so committed to them its an absolute pleasure to help out. Its a great days competition for little money, less than £100. More details to follow.



**Dave & Julie Harwood at
Road & Stage Motorsport Ltd.
Whitegate,
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Happy to help with all your rally needs.

**Just call or Telephone,
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www.rsmmotorsport.co.uk



Next Meeting

Monday February 12th 2014

Tofts Cricket Club, Booths Hall, Chelford Rd.,
Knutsford, Cheshire, WA16 8OP

www.anwcc.org

AGM

The Next SD34MSG Meeting

AGM

**Wednesday 15th January
(3rd Wednesday of every other month)**

8-00pm,

Hartwood Hall Hotel, Chorley. PR6 7AX

Just off M61 at J8 : 109 / 583 181

The advertisement for Grove Hill Garage features a large blue 'G' logo on the left. Next to it is a photograph of a red Mitsubishi Lancer Evolution rally car, number 120, driving on a dirt road. To the right of the car, the text 'GROVE HILL GARAGE' is written in a large, bold, black font. Below this, 'M.O.T, Service & Accident repair centre' is written in a smaller, black font. At the bottom right, a telephone icon is followed by the number '015242 61782' in a large, bold, black font.

The Pirelli Carlisle Rally

2nd - 4th May

The 2014 season will see a whole new ball game for the Pirelli Carlisle Rally with a new title and a new base, the organisers "Taking to the Terraces" with a move to Brunton Park, the home of Carlisle United Football Club, a relocation which will not only see a tie up between two of the high profile Cumbrian sporting organisations but will also bring the rally much closer to Carlisle city centre, a long held ambition of the organisers who will again have much valued support from Carlisle City Council.

The Pirelli Carlisle Rally, which for 2014 runs over the weekend of **2nd - 4th May**, has long been at the forefront of British rallying and in 2014 will start an amazing 22nd year as a round of the British rally Championship. It will also host a round of the Mintex MSA British Historic Rally Championship, bringing back the iconic cars of yesteryear so loved by rally enthusiasts everywhere. By having rally HQ and the service area at Brunton Park and the start and finish in Carlisle city centre, it keeps all the activity closer together, giving spectators the opportunity to view both the start and servicing, all within walking distance of each other.

Making the event even more user friendly for competitors, the event scrutineering and documentation will take place at Borderway Auction Mart, located adjacent to exit 43 of the M6, these enhanced facilities will mean that all the events venues are closely grouped together and easily located.

The Pirelli Carlisle Rally will again be supporting and raising funds for the Richard Burns Foundation, supporting their very worthy work funding research into astrocytoma, the disease that claimed the life of the 2003 World Champion and the organisers will be going flat out to try and equal the total of £5,000 that was raised in 2013

P & R Benn

Greystoke Stages Rally

13th July 2014

The final organising team meeting of 2013 was held in December with some more important decisions made for the 2014 P & R Benn Greystoke Stages Rally.

Some changes to the stage layouts have been finalised and competitors will see some different views of the Cumbrian forest when they zip round in 2014. By bringing a bit of variety to the stages the organisers hope the changes will keep competitors coming back and not get bored with the same format.

In addition to P&R Benn other sponsors have pledged their support for next year – Goodfellows Tyres of Cockermouth, AS Design of Cleator Moor and RABrallyesport from Distington have all agreed to provide the rally with further valuable backing and continued help from the Hundith Hill Hotel near Cockermouth is also greatly appreciated.

Draft regulations are almost ready to be submitted to the MSA for their approval and the road book is nearing completion.

Some additional and new prizes will be up for grabs on the 2014 event with some of them being open to all involved – competitors, marshals, medics, recovery crews, radio operators, everybody – making Greystoke 2014 a true team event.

The team at the

Endurance Rally Association

base-camp has announced two new additions: Philip Young has appointed **Georgina Clark and Nicky Bannister** to the Rally Office team as Rally Co-ordinators in preparations for a few busy years ahead before the next Peking to Paris.

Georgina, 35, the daughter of Martin Clark, has competed as a navigator and co-driver on over 80 road and stage events, historic, modern and Endurance, and is currently joint-organiser of the Exmoor Endurance Rally. Nicky Bannister has navigated on the Monte Carlo Historique three times, ran the hotel logistics operation on the last Peking to Paris and will be out in the ice-note car for the Swiss Historic Racing Team with Kim on the forthcoming Monte Historique.

George now takes her rallying full-time. Her first job is to represent the E.R.A. at a top flight meeting with a Minister at the Foreign Office.

Ripon Motor Sports Club

RIPONIAN STAGES

9th FEBRUARY 2014

The Organising Team of the 2014 Riponian Stages Rally extends a warm welcome to all prospective entrants whether they be a Riponian regular or someone who has not contested the rally before.

We will be using our traditional forests on the eastern edge of the North York Moors National Park to provide approximately 40 stage miles.

This year's event falls before both the Wydean and Snowman rallies so offers an ideal opportunity for some testing by those embarking on the championships these events count towards.

Regs : www.riponmotorsportclub.co.uk/riponian-stages-rally

How to get to Heaven from Ireland

A true Story from an Irish Sunday School Teacher. I was testing children in my Dublin Sunday school class to see if they understood the concept of getting to heaven.

'I asked them, ' If I sold my house and my car, had a big garage sale and gave all my money to the church, would that get me into heaven?'

'NO!' the children answered.

'If I cleaned the church every day, mowed the garden, and kept everything tidy, would that get me into heaven?' Again, the answer was 'NO!'

'If I gave sweets to all the children, and loved my husband, would that get me into heaven?'

Again, they all answered 'NO!'

I was just bursting with pride for them.

I continued, 'Then how can I get into heaven?'

A little boy by the name of Michael shouted out:

'YUV GOTTA BE DEAD.'

TEACHER: Now, Simon, tell me frankly, do you say prayers before eating?

SIMON: No sir, I don't have to, my Mum is a good cook.

Burnham-on-Sea Motor Club **Carvers Traders Rally**

18th/19th January 2014

The event will consist of 125 classic and challenging miles on map 181/180. With two non stop halves of 55miles we hope to offer a challenge to Experts and support Novice crews so they can enjoy their night. The event will start and finish in Minehead.

The event is open to ASWMC,ACSMC and WAMC club members.

Regulations and entry form are available

www.bos.motorclub.org.uk

As always we will be looking for Marshalls please contact me **jthcodriver@tiscali.co.uk**

We look forward to welcoming you to Minehead on the 18th/19th January 2014

Lampeter & District Motor Club

Rali Bro Caron

15th / 16th of February 2014.

We would like to thank Melvyn Evans Motorsport and Derwen Garage for sponsoring the event again this year. We would also like to thank in advance all people in connection with the event, the organising team, all householders and landowners along the route for their continual patience and support.

This year the event will start at Lampeter Comprehensive School and finish at the Rugby Club in Lampeter. We have compiled a very competitive route of a little under 100 miles on metalled and un-metalled roads on map 146.

As organisers, we are proud that the event is the second round of the WAMC Road Rally Championship, and we look forward to welcoming you all to Lampeter on the night, be it as a competitor or marshal.

Entry form and regulations will be made available on the **LDMC website. www.ldmc.org.uk**

Any questions please feel free to email us at **brocaron@ldmc.org.uk**

Severn Valley Stages, **Saturday 31 May**

The 2014 Severn Valley Stages returns to its traditional date, the Saturday following the end of May Bank Holiday.

This very popular rally will offer 45 miles of competition in the classic forest stages of Crychan, Cefn and Halfway and will use the unrivalled facilities of The Royal Welsh Showground, Builth Wells for rally HQ, start, servicing, finish and awards.

Scrutineering and documentation will be on Friday 30 May.

Entry fees will be payable by instalments by BACS transfer, cheque or PayPal.

The organising team from Midland Manor Motor Club is looking forward to welcoming R.A.C. competitors to Builth Wells for this firm favourite in the rally calendar.

Web: www.severnvalleynational.co.uk

Amman and DMC **Red Kite Stages,**

Sunday 2 February

The Red Kite will again give competitors something a little challenging with classic stages and relatively low road miles, with Rally HQ at the Castle Hotel in Llandovery.

Scrutineering will be on Saturday afternoon with a 9am Sunday start for 45 miles covering Crychan and a return to Caio because of the response competitors gave to this fabulous stage back in September.

The central service area will be in the Llandovery Mart adjacent to the Hotel.

The organisers from Amman and DMC promise an easy-going no-nonsense event with a friendly atmosphere and organisers there to help.

Web: www.redkitestages.co.uk

Newtown and District Motor Club

Mid Wales Stages,

Sunday 2 March

In a change for 2014, scrutineering will be on the Dyffryn Industrial Estate with signing on at the Elephant and Castle Hotel in Newtown. The high profile start and finish will be in Broad Street on this superb event from Newtown and District Motor Club.

The route will be Pikes Peak, Myherin, service, Sweet Lamb (stage), Hafren North, Hafren South, service and then a final stage that combines the second half of Myherin and the first half of Pike's Peak, running downhill! The finish will be back in Broad Street in Newtown.

Another innovation is the provision of a satellite broadband van in the service area at Sweet Lamb to improve the immediacy of results.

Web: www.newtown-mc.co.uk

Stockton & District Motor Club in association with Teesside Motor Sport Group

Tour of Hamsterley,

Saturday 26 April

The 2014 Tour of Hamsterley will run on the Saturday from a start at the Railway Museum in Shildon. This first class venue allows scrutineering and documentation to be done inside on the afternoon of Friday 25 April, from approx 2pm to 7pm.

The route plan is currently 45 stage miles and around 70 road miles, starting with a loop of three stages in Hamsterley. These stages will use the best roads in Hamsterley, where a considerable amount of work is being done over the winter.

After a visit to service, a brand new three-mile stage will be run twice back-to-back, covering a mix of asphalt and gravel. After another visit to service, the rally will conclude with a second visit to the three stages in Hamsterley.

The plan is to start at 9am on Saturday, with the first car back at finish by 4pm.

Web: www.tourofhamsterley.co.uk

Darlington and District Motor Club
Jack Frost Stages
Croft Circuit

Sunday 19th January 2014

The event will again comprise up to eight stages totalling around 40 stage miles on the tarmac of the North East's only permanent racetrack and will be a qualifying round of the AS Performance North of England Tarmac Macadam Championship 2014, Fuchs Titan Race ANCC Stage Rally Championship 2014 and the SG Petch ANECCC Stage Rally Championship 2014.

With typically fast and flowing stages, the event usually attracts a capacity ninety-car entry, including some of the top drivers in the UK. Penrith MotoGP and BSB boss Paul Bird has won the event four times with event sponsor Chris Wise from Thirsk and Scotch Corner preparation expert Tony Bardy having three wins each. The 2013 event was subject to heavy snowfall in the lead up to the rally and saw Bird unable to add to his winning streak of 2009 to 2012 in his Ford Focus WRC. Instead, Wise added to his victories in 2007 and 2008 in his iconic MG Metro 6R4 which he is expected to contest the event once more.

Scrutineering and documentation take place the same day as the event from 06:00 with the first car starting at 09.15. There are classes for cars up to 1400cc, up to 1600cc, up to 2000cc, over 2000cc and all four wheel-drive cars as well as pre-1981 classic rally cars. The entry fee is £215 and the final closing date is 8th January 2014, although competitors are advised to enter early to avoid disappointment. In a bid to help competitors financially, once again no cheques will be banked before 3rd January 2014 or can be post-dated for that date instead.

For further information, please contact Terry Wright on 01325 359895 (before 21.00), or via email at chair@darlington-motor-club.org.uk. Regulations and entry forms are now available at www.darlington-motor-club.org.uk

Broughton and Bretton Motor Club
Bryniau Clwyd.
22/23 Feb 2014

Centered around the historic market town, start / petrol and finish facilities will all be within 3 miles of the town centre. We are offering an approximate 150 mile route (all within a 23 mile radius of Mold) using maps 117 & 116, this will include some favourites and some roads not used for 30 + years on a national B night event. 100% pre-plot the event is very much 'on the go' from start to finish.

Regs will be published early in the New Year, a round of the ANWCC series (others to be confirmed), we filled the entry 4 weeks before closing date last year so an early entry is advised.

Look forward to welcoming you all back, in the meantime any questions please do ask.

Festive wishes

Brynmor Pierce CofC

and the team at Broughton and Bretton MC

A.I Harrison & Co

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Bath Motor Club Festival Rally.

22/23 February 2014

This year we are a round of the ASWMC & AWMMC Road Rally Championship.

The event will start and finish at the White Horse Country Club at Westbury, Wiltshire with excellent facilities for everyone.

The format consists of a run out to 7 smooth special tests, which will conclude with petrol and a re-group. You will be given plenty of time before tackling a further 100 mile Road Rally with a few smooth whites.

With the valued support from our sponsors we offer an entry fee of £85 which includes two breakfasts. In addition we will also be holding a draw at the prize giving, the lucky winner (who is required to be present) will take away a free entry for 2015 event. We look forward to seeing you on the night and wish you a successful and safe event.

Regs & Entry form are available at

www.bathmotorclub.co.uk

or via email to secretary@festivalrally.co.uk



Plans for the 2014 Legend Fires North West Stages are gathering pace with news on two different fronts. The Blackpool based event, which runs on 7th & 8th February, retains it's base at the Norbreck Castle Hotel but will have a brand new service park that's almost in the shadow of the seaside resort's iconic tower.

A deal has been struck with the local council to use the Promenade's Middle Walk that will bring the event to the edge of the town centre and provide a better viewing experience for spectators.

The move is a throwback to the sixties when the same area served as the Parc Ferme for RAC Rally of 1968. More recently the Middle Walk has been used as part of a stage on both the Lombard Revival Rally and the North West Stages.

*The rally has also attracted an associate sponsor for 2014 in the shape of Lookers Citroen who will be providing the rally with staff cars and corporate hospitality facilities. Lookers' Local Business Manager **Matthew Kiziuk** said "We're delighted to be supporting such a fantastic event that brings rallying to the people in Blackpool, Fleetwood and Preston. Citroen has a strong rally pedigree, particularly with the current DS3, and this event dovetails perfectly with the Lookers dealership network in the region."*

Regulations available at www.nwstages.co.uk

Lincoln MC & CC

M G Raw Bruce Robinson Rally

1st/2nd Feb 2014.

Slightly advanced notice this year as we are running a week earlier than our usual slot.

Regs on club website www.lincolnmotorsport.co.uk

Club RallySport West 2014 Brean Stages Rally

25th and 26th January 2014

Brean Leisure Park, Somerset TA8 2QY.

12 tarmac special stages covering 52 stage miles.

Regs will be available soon for this popular event. Requests for copies are being taken now so please email in with your name and full postal address to info@CRSWrallies.co.uk

Up to date information will be available through the rally website <http://www.crswrallies.co.uk>

Competitors are reminded that From 1 January 2014 all stages rally cars must comply with Regulation R.48.10.6 which states cars must be fitted with front seats that are currently FIA homologated complying with K2.2, with appropriate seat mountings and Section K Appendix 2 Drawing number 32.

Border Ecosse Car Club, Knockhill Racing Circuit

Grant Construction Knockhill Stages

Saturday 4th January 2014

A round of:

2013/14 Scottish Borders Rally Championship

2013/14 Border Ecosse Car Club Championship

2014 Scottish Tarmac Rally Championship

2014 S.P.Group ANECCC Stage Rally Championship

The event will contain 8 special stages with a total mileage of approx 35 Miles.

Regs : www.borderecosse.com

Turnbull Trophy Rally Albemarle

Tynemouth District Motor Club

With great regret we have to announce that the Blasting Magic Turnbull Trophy will not be running in 2014.

This is due to a MOD/Landmark/Regiment decision taken at their recent estates meeting on the use of the venue.

We will continue to speak with the MOD/Landmark and hope we will be able to return at some point in the future. We had taken on board all the comments from this years event and had some ideas on making the event better. We hope you will support is when we return.

2014 Tour of Hamsterley Rally

will be running on the 26th April. The organizers have listened to the comments of competitors and based on these opinions have decided to move the event to the Saturday. The event aims to bring a smoothly ran event to both modern and historic competitors in and around the Hamsterley forest complex. New to the 2014 event will be a ceremonial start, finish and award ceremony at Shildon railway museum. This fantastic venue offers a great space for scrutineering as well as a unique backdrop for the ceremonial start. This years rally will also contain a brand new stage outside of the Hamsterley forest complex offering a new challenge for competitors. More details to come.

Acknowledgements

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

| | |
|----------------|------------------------|
| Matthew Field | Road Rally |
| Chris Woodcock | Stage Rally |
| Les Fragle | League |
| Ann McCormack | Marshals |
| Les Fragle | Individual |
| Dave Barratt | None Race / None Rally |

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

A Special mention of gratitude to
ALL THE PEOPLE WHO DO SEND IN REPORTS,
Jokes, Photographs, Information, reports etc

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|--|------------------------------------|
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and last but not least, **Chairman / Secretary/ League Compiler / Individual Championship Compiler (& my complaints manager)-Les Fragle**

The **intention is** to publish this EMag on the last day of each month.

It will be emailed to SD34MSG Delegates for them to their Club Members as they wish.

Deadline for copy for the February edition is Tuesday the 28th January which is due out on

Friday 31st January

PLEASE Email Reports etc. to

Maurice Ellison at : sd34news@gmail.com

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

North Wales Car Club Limited

will promote a National B permit road rally namely

The Winter Challenge

(sponsored by Buckley's Mobile Crane Hire) on the

25th / 26th January 2013.

Which is now in the ANWCC Championship and the Glynne Edwards Memorial Championship.

The organising team invites you to enter our event which is 148 miles of classic North Wales roads (Entry Fee £90), some of which have not been used for sometime. It will be run in a simple format over some of the best rallying roads in the country. With 98% tarmac and 2% gravel it promises to be a memorable event for all.

It is a pre-plot format on maps 115/116. New for this year is the usage of the famous Great Orme special test as used on Cambrian Rally and Wales Rally GB.

www.northwalescarclub.co.uk