

# February 2014



**2014 Grant Construction Stages : Knockhill**

[www.sd34msg.org.uk](http://www.sd34msg.org.uk)



**Motor Sport Group**

# Chairmans Chat

At the recent SD34 MSG Annual General Meeting there were several changes in personnel so I would express my sincere thanks to Eve Fisher, Graham Bray, Ann McCormack and Matthew Field for all their efforts for the Group, particularly to Eve who has been an excellent Treasurer since 1992 ! I welcome Bill Wilmer, Steve Butler and Alan Shaw with thanks for volunteering to take on their new positions.

Some proposed rule changes were ratified and these are detailed on **page 5** but the most significant change was to open up the Under 18 Championship to all disciplines therefore if appropriate don't forget to tick the <18 box on the championship registration form enclosed. The scoring of the championship needs to be clarified and will be announced in due course.

Minor changes have been carried out to the calendar and are reflected in the one enclosed. The season will have just started by the time you read this '**spotlight**'. The date of the 2013 Awards Presentation Evening has not been confirmed but is likely to be in late February or early March depending on the availability of the guest speakers.

For the 50<sup>th</sup> Anniversary of the Group we are planning an event on the lines of a gymkhana in the summer and several clubs have offered to help with the event but lots of help will be needed. In the autumn there will be a formal event namely a three course meal on a Sunday with some very special guests but again we need to be sure that enough club members will support the event, remember it will be a one-off event worthy of us supporting 50 years of motorsport in the North West.

**Best regards,  
Les Fragle,  
Chairman & Secretary,  
SD(34) Motor Sport Group**



**Gazzard Accounts Ltd**

**33 Acresfield Road,  
Middleton, Manchester.**

**M24 2WT**

**0161 643 0151 or 07973-816965**

**email : gazzard.accts@btinternet.com**

# Contents

## *Front Cover : Grant Construction Stages*

Pg. 2	Chairman's Chat
Pg. 3	Member Club Contacts
Pg. 4	More SD34MSG Contacts
Pg. 5	AGM + Constitution & Rule Changes
Pg. 6	Around the Clubs
Pg. 7	Around the Clubs
Pg. 8	Around the Clubs
Pg. 9	Around the Clubs
Pg. 10	2014 SD34MSG Calendar (part 1)
Pg. 11	2014 SD34MSG Calendar (part 2)
Pg. 12	2014 Championship Rounds at a glance
Pg. 13	SD34MSG Championship Registration
Pg. 14	2013 SD34 MSG Championship Tables
Pg. 15	2013 SD34 MSG Marshals Championship
Pg. 16	2013 SD34 MSG Inter-Club League
Pg. 17	2013 Awards Night & Award Winners
Pg. 18	Spotlight On 'The Oracle' (1)
Pg. 19	Spotlight On 'The Oracle' (2)
Pg. 20	Spotlight On 'The Oracle' (3)
Pg. 21	Spotlight On 'The Oracle' (4)
Pg. 22	Spotlight On 'The Oracle' (5)
Pg. 23	Spotlight On 'The Oracle' (6)
Pg. 24	Spotlight On 'The Oracle' (7)
Pg. 25	Spotlight On 'The Oracle' (8)
Pg. 26	Grizedale Stages Rally
Pg. 27	WRC : Rally GB (Wales) 2013
Pg. 28	Croft : Christmas Stages Rally (1)
Pg. 29	Croft : Christmas Stages Rally (2)
Pg. 30	Wild Weekend in Wales
Pg. 31	Measham Rally VSCC
Pg. 32	Jack Frost Stages Rally
Pg. 33	Pidgeon Post : Carvers Traders Rally
Pg. 34	Autosport International
Pg. 35	Litton Stratos Build & Compete (1)
Pg. 36	Litton Stratos Build & Compete (2)
Pg. 37	Grant Construction Stages
Pg. 38	Beaver Tales
Pg. 39	Grumpy Old Git
Pg. 40	My Club & Why
Pg. 41	My Club & Why
Pg. 42	Out & About with Gemini
Pg. 43	Classic Corner (1)
Pg. 44	Classic Corner (2)
Pg. 45	MSA News
Pg. 46	MSA News
Pg. 47	MSA News
Pg. 48	Historic Rally Car For Sale
Pg. 49	Inside the Industry
Pg. 50	WRC - Rallye Monte Carlo
Pg. 51	Meeting Dates
Pg. 52	ANCC Stage Championships
Pg. 53	OS&Bs + Forthcoming Events (1)
Pg. 54	OS&Bs + Forthcoming Events (2)
Pg. 55	OS&Bs + Forthcoming Events (3)
Pg. 56	OS&Bs + Forthcoming Events (4)
Pg. 57	OS&Bs + Forthcoming Events (5)
Pg. 58	OS&Bs + Forthcoming Events (6)
Pg. 59	OS&Bs + Forthcoming Events (7)
Pg. 60	And Finally (at long, long last)





# 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

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 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

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## CSMA (NW)

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## Mull CC

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## Pendle & DMC

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## Clitheroe & DMC

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## U17MC-NW

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## Garstang & Preston MC

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 Tel. : 01772-700823  
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## High Moor MC

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## Lancs & Cheshire CC

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## Warrington & DMC

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## Lightning MSC

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## Wigan & DMC

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## Lancashire A.C.

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## 2300 Club

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**Motor Sport Group**

## Contacts

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*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](http://www.bssmc.com)



**Chester Motor Club**  
[www.chestermotorclub.co.uk](http://www.chestermotorclub.co.uk)



**Ecurie Royal Oak Motor Club**  
[www.eromc.co.uk](http://www.eromc.co.uk)



**High Moor Motor Club**  
[www.hmmc.co.uk](http://www.hmmc.co.uk)



**Fylde Motor Motor Sport Club**  
[www.fyldemotorsportclub.co.uk](http://www.fyldemotorsportclub.co.uk)



**Lancashire & Cheshire Car Club**  
[www.lancashireandcheshirecarclub.co.uk](http://www.lancashireandcheshirecarclub.co.uk)



**Stockport 061 Motor Club**  
[www.stockport061.co.uk](http://www.stockport061.co.uk)



**Warrington & District Motor Club**  
[www.warringtondmc.org](http://www.warringtondmc.org)



**Wallasey Motor Club**  
[www.wallaseymc.com](http://www.wallaseymc.com)

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

## ADVERTISING in the 'SPOTLIGHT'

1/4 page (ish - we are very flexible) advert for  
a full 12 issues (1 year) costs just £50

Sent to all **20 member clubs** and then  
**forwarded to club members + another 5000+** on  
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Contact either Les Fragle, Maurice Ellison or Steve  
Johnson for more details

### Steve Johnson

07718 051 882 [steve.johnson@csmaclub.org](mailto:steve.johnson@csmaclub.org)

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### Maurice Ellison

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

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Send to : Maurice Ellison

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



The Treasurer reported that there was a surplus for the year but that was greatly achieved thanks to the generous donations from our supporters, Gazzard Accounts and Lookers. It was agreed that we should consider our 240 HBOS shares and asked for our options. The rate of subscriptions for member clubs will remain at £30 and they are due. Eve Fisher was thanked for all her excellent work as Treasurer since 1992 ! The Chairman reported it had generally been a successful year with Lancashire Automobile Club joining the Group and there being more championship registrations but regrettably Fylde Motor Sport Club had resigned from the Group. Compilers reports were given (a full list of award winners is on page 17 Interclub League: 1<sup>st</sup> O/A is Under 17 MC(NW) followed by BleMCC and CDMC. The first two clubs benefitted from the high number of Non Race/Rally events and it was agreed the breakdown of events in the League need to be rebalanced and hopefully that has been achieved for 2014. Individual Championship: The Johnson family took 1<sup>st</sup> and 2<sup>nd</sup> O/A with dad Steve beating Hazel by just 10 points. Once again the 3 highest non-qualified had almost as high a score and won have possibly taken the award if they had just entered 1 event of a different discipline or marshal on 1 event.

Non race/Rally: The championship went all the way to the last round with dropped scores making the critical difference with David Robinson moving up from 5<sup>th</sup> to 1<sup>st</sup> O/A after the last event.

Stage Rally: There were the highest number of rounds ever, all run by SD34 clubs, no invited events, and the O/A positions were resolved on the last weekend of the season. 1<sup>st</sup> O/A Driver is Steve Johnson and 1<sup>st</sup> O/A Co-Driver is George Jennings.

Road Rally: Eight of the ten planned events ran and there were a higher number of contenders. 1<sup>st</sup> O/A Driver is Pete Tyson and 1<sup>st</sup> O/A Navigator is Neil Harrison with the latter being decided as the result of a tie.

Marshals: A number of 170 individuals marshalled on one or more events during the year. 1<sup>st</sup> O/A is Chris Woodcock from Ken Wilkinson and Les Fragle.

The election of Officers resulted in;

President – Alan Shaw, Vice Presidents – Roy Honeywell & Gavin Frew.

Chairman & Secretary– Les Fragle.

Vice Chairman – Graham Bray stood down and Bill Wilmer takes over.

Treasurer – Eve Fisher stood down and Steve Butler takes over.

The Championship Compilers were appointed;

Interclub League & Individual Championship – Les Fragle.

Road Rally Championship – Matthew Field stood down and Steve Butler takes over.

Stage Rally Championship – Chris Woodcock.

Non Race/Rally Championship – David Barratt.

Marshals Championship – Ann McCormack stood down and Alan Shaw takes over.

Registrations – Margaret Duckworth.

A proposed change for the Constitution was agreed, see Below

Some proposed changes to the Championship Rules were agreed but one was rejected.

**The next AGM will be held on 21<sup>st</sup> January 2015.**

## Constitution change 15.01.14, highlighted in *italics*

22. Agenda When member Clubs wish a matter to be discussed at a General Meeting the text of such matter signed by at least two clubs appointed representatives shall be received by the Secretary at least twenty one days before the date of such a meeting and in the case of the AGM not later than *the 10<sup>th</sup> day of the previous December*, so that it may be included in the Agenda, but the fact that a member Club has not received a copy of the Agenda, shall not invalidate the proceedings. No business which is not included in the Agenda shall be discussed at the meeting unless every member Club present is in favour thereof. Should the proposer of any motion fail to move a resolution in respect of the relevant item on the Agenda then any other member Club shall be entitled to do so.

### Championship rule changes, highlighted in *italics*

#### General Championship Rules

Non-Race/Rally discipline;

Scoring

a) Classes are as follows

A Saloons up to 13 feet overall length and up to and including 1400cc

B Saloons up to 13 feet overall length and over 1400cc

*C Saloons over 13 feet overall length (Saloons will include Estate cars, Hatchbacks and Commercial as appropriate.)*

*D Sports cars, E Specials, F Special Stage Rally Cars*

#### Interclub League Rules

5 Divisions and Awards

Redefinition of the divisions based on 2013 final positions.

*'A' division – Under 17 MC(NW), Bolton le Moors Car Club, Clitheroe & District MC, Warrington & District MC, Stockport 061 MC, Wigan & District MC and Wallasey MC.*

*'B' division – Accrington Motor Sport Club, Lancs & Cheshire Car Club, Garstang & Preston MC, Manx Auto Sport, Pendle & District MC, Lancashire Automobile Club and Mull Car Club.*

*'C' division – High Moor MC, CSMA (NW), Bury Automobile Club, Lightning Motor Sport Club, 2300 Club and Motor Sport (North West) Ltd.*

9 Scoring

New paragraph 3

*If similar discipline events are run at the same venue on the same day they will be combined into one event in terms of scoring. The index of performance for each event will be calculated and then combined the indexes into an overall result.*

Old paragraph 3) renumbered as 4).

#### Under 18 Championship

Proposal to open this up to all disciplines but the scoring system needs to be agreed.





# The 2013 LAC Speed Championship



The 2013 Lancashire Automobile Club Speed Championship included rounds at the 3 Sisters venue near Wigan, Aintree and at the Anglesey Circuit. This gave a total of 15 rounds. The events were organised by Longton and District Motor Club, Lancashire and Cheshire Car Club, Liverpool Motor Club, Chester Car Club and of course Lancashire Automobile Club.

To enable competitors to choose events only the scores from six championship rounds counted towards the awards. All speed events at 3 Sisters were included,

including Lancashire Automobile Club's highly successful two lap sprint co promoted with Chester MC.

The season saw some close competition amongst the usual suspects. Foremost amongst the 'old guard' was again former champion John Moxham in his Peugeot 205. Challenging for the first time was Phil Perks in his Formula Ford 1600.

As usual John scored consistently throughout the season but some vastly improved times from both Eve and Barry Whitehead in the much improved RBS (Reveres and Barry Special) put them into contention.

Eve missed several rounds early in the year and by half time John was well out in front aided by a maximum score at Anglesey. Phil scored well but in the end he failed to complete 6 rounds. With a creditable score we hope to see him back in 2014.

Eve came back in the second half though putting in storming performances at both Anglesey and Aintree scoring not one but three maximum scores and taking a first in class. That gave Eve the Championship with 620.5 points followed by John Moxham with 610.63 points and Barry Whitehead with 602.14.

Many thanks to all who took part.

**Chris Lee** *Lancashire Automobile Club*

## Highlights of the Bi-monthly Meeting 15th January 2014

Championship registrations are coming in, the deadline for back-dated registrations is the 31<sup>st</sup> January after which scores will be from the date of registration.

The GPMC Memorial Rally may come forward a week due to the start of the World Cup !

The next ANCC quarterly meeting will be on 27<sup>th</sup> January.

The next ANWCC quarterly meeting will be on 10<sup>th</sup> February.

2013 Awards Presentation Evening: This will be held at Nelson Cricket Club on a Friday either late in February or early March which will depend on the availability of the guest speakers. The cost is likely to be £6.

50<sup>th</sup> Anniversary events:

There is a plan to have a formal event consisting of a three course sit-down meal on a Sunday afternoon in the autumn at the Rolls Royce Welfare Club in Barnoldswick. There will be some high class guests. The cost will be £25-£30 a head but the event will only go ahead if there is sufficient support from club members but it will be a one-off event so hopefully we will get a good response.

In the summer we are planning a gymkhana type event with the proceeds going to charity. Several clubs have offered to help running the various 'tests' but lots of help will be needed so please volunteer.

When registering for the championships please get your forms to Margaret Duckworth as soon as possible so the compilers know who have registered and they get points awarded promptly after events.

Mull Car Club is running a gravel sprint on the 29<sup>th</sup> March but it was agreed not to include it in the championship due to the distant location.

The MSA have issued the dates of some Official Seminars and it was recommended that clubs send some members, particularly new members. The nearest is in Runcorn on 16<sup>th</sup> March.

Event organisers were reminded that the Indemnity wording on signing on sheets and entry forms.

Marshals are required for the North West Stages on Friday 7<sup>th</sup> and Saturday 8<sup>th</sup> February.

## Lookers Citroen in Preston

**Supporting SD34MSG  
and motor sport  
in the  
North West.**



**CITROËN**



**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 discount against your next van or car.**

**Matt Kiziuk**

**Lookers  
274 Fylde Rd  
Preston  
01772 845066**

# News from Garstang and Preston M.C.

The year 2014 sees Garstang and Preston Motor Club celebrate a special anniversary – 50 years since the formation of Preston Automobile Club.

And to mark this anniversary, the club is vowing to 'step it up a gear' and put on various events at club nights to hopefully open the doors to a new young generation of motorsport enthusiasts.

The club has been guilty of sitting back and not doing a great deal at club nights for some time but with some new committee members on board and a willingness to try to put something back into the sport, things are definitely looking up.

## So what's on the schedule for 2014?

By the time you read this, the club will have had a road-rally navigation table-top event on January 28th, formulated and organised by new committee man Ian Farnworth. The exercise involved a basic look at the art of plotting a route involving the use of tulips, herring-bones, spot heights, grid squares and grid lines. Ian said: "The basic idea is to help members to learn the art of navigation without getting too heavy or serious. We have put the emphasis on having fun and hopefully this will lead to more members thinking about getting involved in motorsport in the future.

"Myself and fellow committee member Alan Barnes want to put on regular navigational exercises, involving members heading out in cars and ending up at a finish venue, a pub, where we can have a pint and a natter. With Spring just around the corner we think now is the time to announce it."

Meanwhile, the club is hoping that motorsport enthusiasts from all over SD34 land will join them at their regular HQ, Fulwood's Lonsdale Club, on Tuesday February 11 when the guest speaker will be former Volkswagen works driver Neil Simpson, who is campaigning a former European rally Championship-winning Skoda Fabia S2000 in 2014.

Neil, the managing director of Simpsons Skoda at Colne and in Preston, will use the fabulous car, bought direct from Skoda, on selected events in the UK, Ireland, France, the Isle of Man and Belgium. There will also be plenty of 'giveaway' souvenirs on the night. Member or not, anybody is welcome to attend.

It is 12 years since Neil last competed on a rally but he will have been in action on the weekend prior to the club night on the North West Stages Rally, so we will have the chance to gain a valuable insight into how that went for him.

More guest speakers are also in the pipeline in the next few months, including an evening with the incomparable Malcolm Graham and his former navigator sidekick Charlie Woodward. With the tales they will be able to tell, members and guests will be in for a real treat.

On the events side of things, with the popular Memorial Rally scheduled for a June date and the possibility of a 50<sup>th</sup> anniversary road rally for later in the year, plus the Lee Holland Stages at Ty Croes on March 16 and the possibility of a further stage event at Weeton, in the late summer, it all adds up to a busy year out on events and in the clubhouse.

Anybody who is interested in joining Garstang and Preston Motor Club will be guaranteed a friendly and warm welcome. The club meets each Tuesday evening at 8pm prompt at the Lonsdale Club, Fulwood Hall Lane, Fulwood, PR2 8DB.

Why not call in and see whether it is the club for you.

## Garstang & Preston MC

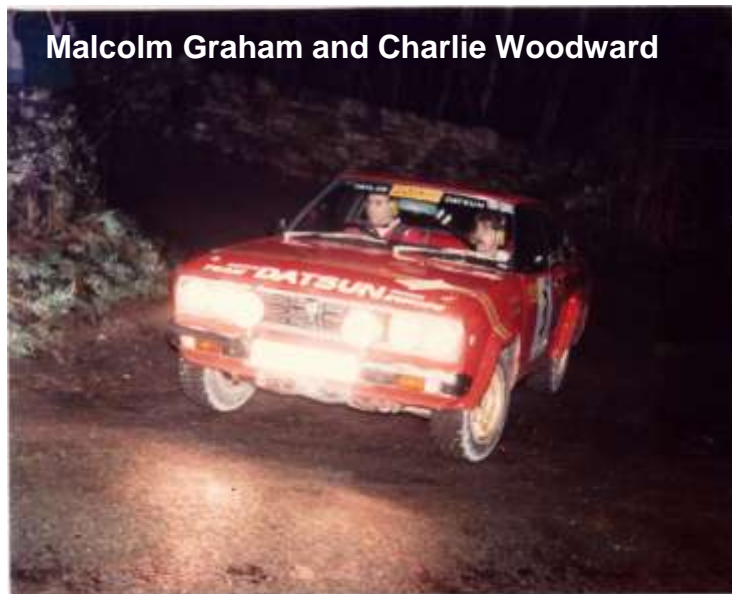
Meet at 8-30pm  
Every Tuesday  
Lonsdale Club,  
Fulwood Hall Ln,  
Fulwood,  
Preston PR2 8DB



Neil Simpson



Malcolm Graham and Charlie Woodward





## Bolton-le-Moors MC

The Club Meets at 9-00pm  
every Thursday @ Horwich RMI Club,  
Chorley New Rd, Horwich.  
M/R 109 / 6111



## WARRINGTON & DMC



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



## Lancashire & Cheshire CC

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



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

## Manx Auto Sport

is pleased to announce the following  
events for the 2014 calendar:



### The Manx National Rally

(Tarmac - National A)  
9th/10th May 2014

### Mann Construction sponsored Chris Kelly Memorial Rally

(Tarmac - National B)  
9th/10th May 2014

### The Dave Corris Autos Forest Rally

(Loose - National B)  
July 2014

### The PokerStars Rally

(Tarmac - National B)  
7th/8th Nov 2014

I am also pleased to announce that the Annual Joint  
Dinner for Manx Auto Sport and Druidale Motor Club's is  
set to take place at the **Palace Hotel on Saturday  
1st February 2014**. Further information and details will  
be published by Druidale Motor Club in due course.

## WALLASEY MC



The Club Meets at 9-00pm  
Every Monday at Port Sunlight Village  
Social Club, Bridge St, Port Sunlight CH62 4UP



Wallasey Motor Club are pleased to announce that their  
guest speaker at this years **Annual Awards Din-  
ner will be the former three times winner of  
the British Touring Car Championship, Matt  
Neal.**

The Awards Dinner will be held on the evening of Satur-  
day **15th February 2014** at the Brook Meadow Hotel  
Childer Thornton.

There is an open invitation and attendees need not be  
members of the club, tickets are £25 including a  
three course meal and are available now and will be  
available to purchase at any Club night or alternatively if  
you wish to reserve tickets please contact either Alan  
Smith email [al-smith@sky.com](mailto:al-smith@sky.com) or Tony King email  
[tony\\_king@msn.com](mailto:tony_king@msn.com)

For those wishing to stay at the venue, the club  
have negotiated a special room rate including breakfast  
for only £50. Please mention Wallasey Motor Club when  
making your booking. Please note as there are a limited  
number of rooms available at this discounted rate so you  
are advised to book early to avoid disappointment.

### December Nav Run!

The third and final round of the 2013 Nav Run Champi-  
onship was held in North Wales back in December. This  
round was again run by Allan and Andy Davies, and was  
well received by the 5 crews who took part. There was a  
good run out from Hawarden to Clocaenog forest, where  
the majority of the plots were, giving a good variation of  
challenging roads!

Results were as follows:

- 1st Neil Philpotts Stu MacMaster VW Passat TDi
- 2nd Andy MacDonald Joe Burgess BMW 330d Touring
- 3rd Paul Evans Susan Wright BMW 118d
- 4th Jon Chaimberlain Nigel Harwood Peugeot 205 GTi
- 5th Neill Cousins Steve Turner Vauxhall Combo Van



*Jon Chaimberlains mud splattered Pug at the finish*



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





The Club Meets at 8-30pm  
**Every Tuesday**  
at **Waddington Sports & Social Club**  
Waddington, Nr Clitheroe  
M/R 103 / 731 437  
Website : [www.cdmconline.com](http://www.cdmconline.com)

## Forthcoming Clubnights at CDMC

**February 4th**  
**Tony Harrison**

**The second Tuesday**  
**(11th February 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 opinions. Why not come along - you might actually like it

**February 18th**  
**NW Stages Forum**

**February 22nd**  
**Hall Trophy Rally**  
**Blyton**  
**Marshals Wanted**

**February 25th**  
**More Navigation**  
**& then a Table Top**  
Following on from January's Navigation Class Put your new skills to the Test

**March 4th**  
**Hall Trophy**  
**Rally Forum**

**March 11th**  
**Committee Night**

**March 12th**  
**Pendle Slot Car Club**

## January 2014 Clubnights

### Tuesday 7th January Christmas Jumper Night



Despite a well attended Club night only 2 members were wearing their Christmas Jumpers. The prize for Most Horrific Christmas Jumper was certainly a 'No Contest'. Maybe that is why he is looking so miserable! (& Yes it was a Christmas Present)



### Saturday 18th January Prize Presentation Night - 2013



### Clitheroe Castle

*Another, well attended, good night out*

### AWARD WINNERS



**Club Member of the Year**  
Matt Kiziuk  
**Young Member of the Year**  
David Bain  
**Marshal of the Year**  
Jez Turner  
**Literary Award**  
Matt Kiziuk  
**Tryers Trophy**  
Sam Hargreaves  
**Cockup Trophy**  
Debbie Wallbank  
**Off The Road Champion**  
Steve Kennell

**Road Rally Champion Navigator**  
Neil Harrison  
**Road Rally Champion Driver**  
Pete Tyson  
**Road Rally Novice Driver**  
Dave Whittaker  
**Road Rally Novice Navigator**  
Mat Worden  
**Stage Rally Champion Driver**  
Arron Newby  
**Stage Rally Champion Co-Driver**  
Steve Butler

### Tuesday 21st January Quiz Night (replacing the Rob Harris night)



Headscratching time !

Rob Harris got stuck far from home & couldn't make it, so we had a quiz night. Chris Woodcock asked motorsport questions + Blue Book rules.



Informative evening !! Checking the answers



### Tuesday 28th January Basic Navigation Class

Totally miss-judged just how many people want to learn how to Navigate. The room was heaving (not a table free and one crew was using the floor!) and maps were everywhere. More to come

# SD34MSG 2014 Calendar (Feb - Jul)

<a href="#">Date</a>	Type	League	Club	Title	Venue - Notes
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
22-Feb	Road Rally	No	Malton MC	Ryemoor Trophy Rally	Yorkshire
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
22-Mar	Road Rally	No	Harlech & Dist MC	Merfyn Hughes Memorial Rali Llyn	North Wales
23-Mar	Stage Rally	Yes	Stockport 061 MC	Merrills Motor Services SMC	Weeton barracks, Blackpool
26-Apr	Road Rally	Yes	Clitheroe & Dist MC	Primrose Trophy Rally	Lancs / Yorks
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-May	Road Rally	Yes	Stockport 061 MC	Altratech 061 Road Rally	Derbys / Cheshire
18-May	Autosolo	Yes	CSMA/AMSC	CSMA/AMSC Autosolo 1	Lymm Truckstop 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	
7-Jun	Road Rally	Yes	G & P MC	Memorial Road Rally	Lancashire
22-Jun	Autosolo	Yes	CSMA/AMSC	CSMA/AMSC Autosolo 2	Lymm Truckstop M6 Jt 20
22-Jun	Autotest	Yes	CSMA/AMSC	CSMA/AMSC Autotest 2	
22-Jun	PCA	Yes	CSMA/AMSC	CSMA/AMSC PCA 2	
29-Jun	Stage Rally	Yes	Warrington & Dist MC	Enville Stages Rally	Anglesey Circuit
5-Jul	Road Rally	No	Matlock MC	Kick Enery Rally	Derbyshire
19-Jul	Road Rally	No	Beverley & Dist MC	Maple Garage Beaver Rally	Yorkshire
20-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 2	Blackburn Services, M65 Jt 4
20-Jul	Autotest	Yes	Under 17 MC NW	U17MC Autotest 2	
20-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 2	



## SD34MSG 2014 Calendar (Aug - Dec)

Date	Type	League	Club	Title	Venue - Notes
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-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	
25-Oct	Road Rally	No	Hexham & Dist MC	John Robson Navigation Rally	Northumberland
15-Nov	Road Rally	No	Matlock MC	Dansport Road Rally	Derbyshire
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
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	Autotest	Yes	Accrington MSC	Winter Autotest	

### Key

Confirmed 2014 date      Date tbc      Amendments

### Championships

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

Stage Rally      Marshals = All events

U18Class = All Events

Interclub League = All League events

Individual (All Rounders) = All League events

Updated:

20-Jan-14

# SD34MSG

## 2014

### Championship Rounds at a Glance



## SD34MSG

### Non Race/Non Rally

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

## SD34MSG

### Marshals Championship

All SD34MSG Member Club Events

See SD34MSG Calendar for Dates

(Pages 10 & 11)

## SD34MSG

### Road Rally Championship

Date	Event	Club
<b>February</b>		
22/23rd	Ryemoor Trophy	Malton MC
<b>March</b>		
22/23rd	Rali Llyn	Harlech & DMC
<b>April</b>		
26/27th	Primrose Trophy Rally	Clitheroe & DMC
<b>May</b>		
17/18	Altratech061	Stockport061 MC
<b>June</b>		
7/8th	Memorial Rally	G&PMC
<b>July</b>		
5/6th	Kick Energy	Matlock MC
19/20th	Beaver Rally	Beverley & DMC
<b>September</b>		
27/28	Clitheronian	Clitheroe & DMC
<b>October</b>		
25/26th	John Robson	Hexham & DMC
<b>November</b>		
15/16th	Dansport	Matlock MC
TBA	Preston Regardless	G&PMC

## SD34MSG

### Stage Rally Championship

Date	Event	Club
<b>February</b>		
7/8th	North West Stages	Motorsport (NW)
22nd	Jack Neal	Clitheroe & DMC
<b>March</b>		
16th	Lee Holland	PDMC & GPMC
23rd	SMC Stages	Stockport061 MC
<b>May</b>		
9/10	Manx National	Manx ASC
17th	Cetus Stages	Wigan & DMC
<b>June</b>		
29th	Enville Stages	Warrington & DMC
<b>September</b>		
6th	Promenade Stages	Wallasey MC
28th	Heroes Stages	GPMC & PDMC
<b>October</b>		
10/12th	Mull	Mull CC
12th	Adgespeed Stages	Wigan & DMC
<b>November</b>		
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	

**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.

# 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



## SD34MSG 2013 Championships Final Tables

### 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	CDMC
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

### 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.	David Goodlad	Y	29	BLMCC
= 9.	John Gorton	Y	27	CDMC
= 9.	Matthew Faulkner	Y	27	U17MC
11.	William Jarman	Y	25	U17MC
=12.	Matthew Worden	Y	24	CDMC
=12.	Darren Riley	Y	24	U17MC
14	Angela Jones	Y	20	U17MC
15.	Steve Hudson	Y	19	CDMC
=16.	David Terry	Y	18	U17MC
=16.	Stephen Terry	Y	18	U17MC
=16.	Ian Bruce	Y	18	BLMCC
19	Michael Judson	Y	17	CDMC
=20.	Maurice Ellison	Y	16	CDMC
=20	Matt Kiziuk	Y	16	CDMC
22	Pete Jagger	Y	15	BLMCC

### 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



## 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

<b>Chris Woodcock</b>	<b>140</b>	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

<b>Les Fragle</b>	<b>100</b>	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

<b>Ken Wilkinson</b>	<b>110</b>	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 14**

## 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**

## 2013 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 - 27th Dec 2013**



# 2013 Award Winners

## Table Top Rally Championship

**1st O/A**      **Steve Butler**      **CDMC**

## None Race/Rally Championship

**1st O/A**      **David Robinson**      **U17MC**

1st Class A      Steve Lewis      CDMC

2nd Class A      Steve Price      BLMCC

1st Class B      Simon Robinson      U17MC

1st Class C      Steve Kennell      CDMC

## Junior Championship

**1st O/A**      **Daniel Barker**      **U17MC**

2nd O/A      Simon Robinson      U17MC

3rd O/A      Matt Faulkner      U17MC

## Road Rally Championship

### Drivers

**1st O/A**      **Pete Tyson**      **CDMC**

1st Exp      Tony Harrison      CDMC

2nd Exp      Paul Buckel      CDMC

1st S/E      Pete Jagger      BLMCC

2nd S/E      Steve Mitchell      CDMC

1st Nov      Ian Bruce      BLMCC

2nd Nov      Dave Whittaker      CDMC

### Navigators

**1st O/A**      **Neil Harrison**      **CDMC**

1st Exp      Paul Taylor      CDMC

2nd Exp      Steve Butler      CDMC

1st S/E      Andrew Long      BAC

2nd S/E      Ian Mitchell      CDMC

## Stage Rally Championship

### Drivers

**1st O/A**      **Steve Johnson**      **U17MC**

1st Class A      Hazel Johnson      U17MC

2nd Class A      Danny Brown      U17MC

1st Class C      Phil Jennings      WaDMC

2nd Class C      Phil Merrills      S061MC

### Co-Drivers

**1st O/A**      **George Jennings**      **WaDMC**

1st Class A      David Barratt      AMSC

2nd Class A      Steve Butler      CDMC

1st Class C      Jason McTear      CDMC

2nd Class C      Tony King      Wall MC

## Individual Championship

**1st O/A**      **Steve Johnson**      **U17MC**

2nd O/A      Hazel Johnson      U17MC

3rd O/A      Steve Price      BLMCC



# 2013 SD34MSG

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# 2013 Award Winners

*Continued*

## Marshals Championship

**1st O/A**      **Chris Woodcock**      **CDMC**

2nd O/A      Ken Wikinson      S061MC

3rd O/A      Les Fragle      G&PMC

## Inter Club League

**1st O/A**      **U17MC**

1st Div A      Bolton-le-Moors CC

1st Div B      Wigan & DMC

1st Div C      Lancashire AC

## Brian Molyneux Award

*Award for Outstanding Achievement*

**?** (announced on the night)

## Paul Coombes Award

*Best Road Rally Round of the 2013 Championship*

**CLITHERONIAN RALLY**

# 'Spotlight On'

## Dave Orrick

### Name

David Orrick (I was only allowed to use 'Dave' through my rallying years, then I got a 'proper' job and they wouldn't put what was essentially a nickname on a business card!)

### Born

Dumfries, Scotland in 1949. Brought up in North Shields, Tyneside, and moved to Kendal aged six. Lived (apart from a couple of 'expatriate' spells, one short period in Tokyo and another, longer and far more enjoyable, in New York) in Cumbria or Lancashire ever since.

### Lives in

South Cumbria: almost at the end of what the comedian/musician Mike Harding once famously called 'A 36 mile *cul de sac*!'

### Married ?

Almost 28 years into a partnership (which is usually more 'civil' than not!) with Ruth but son James now has flown the nest, has a family of his own and lives in Norfolk.

### Earn a crust

Director of Communications & Business Development for Austrian Gaming Industries, GmbH.

### Motor clubs.

Life Member: Garstang & Preston MC

### How did you get involved in motorsport.

'Through singing in a church choir'. Beat that one, if you can!

When I was a kid (way back, when God's dog was still just a puppy) I received my secondary education at the all boys Kendal Grammar School. Somewhere in my early teens the incumbent music master of that fine seat of learning retired and his replacement was recently arrived back in England from what used to be called 'the colonies'. Geoff Cordingley (who we pupils instantly dubbed 'Stringy') had taught for some years in Rhodesia, now Zimbabwe, and there had dabbled in club rallying. He came back to England with his new bride and two red setter dogs, set up home in Kendal and was appointed to the dual role of music master at KGS and also, because the positions were linked, as organist and choirmaster at Kendal Parish Church. I went, under Stringy's tutelage, through the trauma of puberty and my voice broke and changed me from a junior soprano into an 'adult' tenor. My vocal routine consisted of two nights of choir practice plus Matins and Evensong every Sunday ... Saturday weddings and sundry funeral additional and for a miserly fee.

But Stringy still had, as many of us have discovered over the years, his motorsport 'jones'. Now that he was paying UK taxes and living on a monthly salary, rallying was out. Yes, it was expensive, even then, with £1 buying four gallons of petrol! So Stringy enlisted the help of the school's metalwork shop and got himself a Go-Kart. He joined Westmorland Motor Club and went charging around disused airfields such as Flookburgh in order to satisfy his 'need for speed' cravings. Now, being young and thick, I didn't know that people such as Stringy always have need of a 'gofer' to do all the crap jobs that they don't want to do themselves. Somehow, I fitted the bill and thus spent many a happy Sunday (between Matins and Evensong, naturally) humping tyres, filling jerrycans, loading and unloading the kart and standing in queues to bring 'himself' tea and buns on request. **(Continued On Page 19)**



*Starting the long climb up to Tan Hill with Dennis Quinn in the 2.2 litre RS2000. Not much chance of a wrong slot here!*



*A pre-Lakeland Stages rally forum with (left to right) Malcolm Wilson, Fred Henderson, the late Dave Metcalfe, Dave Orrick, Ian Grindrod*



*The challenge of continental rallying for the navigator: regulations, bulletins, maps, roadbook, pacenotes and service schedule. These from the 1984 Lotto Haspengouw Rally.*



### **Spotlight On 'Dave Orrick' Continued from Page 18**

Stringy wasn't very good. We only very rarely had to risk the wrath of the vicar by running late back to Evensong because Stringy had made the final races of the day. But there came a meeting when, for an entertaining addition to the race programme, the organisers threw in a 'mechanics' invitation race' and in an unaccustomed flush of generosity, Stringy let me drive. Now the furthest I'd ever driven the kart up to this point was up and down the paddock. All I knew was that the right pedal made it go and the left pedal made it stop. No clutch to worry about (not that I knew what such a device actually was) you got a bump start and off you jolly well went.

If this had been the story of a yet-to-be-discovered competition driver I would have stormed the grid, won the race and gone on to fame and fortune. Sadly, the reality was different! I managed two of the three required laps more or less OK (and I wasn't running last!) but on the final tour the throttle return spring (whatever that was) fell off and the throttle jammed wide open. Luckily, I was on Flookburgh's main straight and, as the leaders duly took the chequered flag, I reached the final hairpin ... to exit the circuit straight on, through the straw bales and into a collision with the Saint John's ambulance that was handily parked up in my unscheduled line of travel. I was OK, the kart would be unbent later in the week and only a small charitable donation was necessary to get some fresh white paint for the ambulance. Stringy even absolved me from blame (just as well, as Evensong was fast approaching) and the organisers, as I found out later, awarded me the meeting's 'wooden spoon' trophy for my efforts.

We had to leave soon after for our appointment with religion and it was Tuesday morning before Stringy informed me that because the Presentation ceremonies for Sunday's meeting had been curtailed due to a rain downpour of Amazonian proportions, I should present myself on Thursday evening at the County Hotel in Kendal where I would receive my trophy. Stringy telephone my parents for permission (undertaking to pick me up in his car and bring me home afterward) and so, barely fifteen, I received the wooden spoon (which was actually a cheap half pint tankard that I still have, somewhere) and discovered two wonderful things: an illicit half of shandy and the rally films that had been brought along to pad out the evening's entertainment. From that moment on, I was hooked. Forget go-karts, this rallying business was the real deal! Later that year I cycled from Kendal to Levens Bridge to 'watch' the RAC Rally competitors pass through. OK, it was only a road section and not a special stage, but I was there. Seventeen and a driving licence couldn't come soon enough!

My Dad, forever a practical man, taught me to drive (illegally) from then on, in his 1200cc Ford Cortina. We used Flookburgh Airfield's perimeter roads first and then graduated to the lanes of the Lyth Valley. After more than two years of this, the driving test was obviously going to be easy. So easy, in fact, that I had a car before I had a licence. The vehicle in question was an 848cc Triumph Herald that was supposed to be suitable to transport me from home to college and back. To me, it was a rally car in the making.

Driving test day was a Tuesday, and it all started so well. Until, that is, we started to climb the steep hill onto the Sandylands estate where I would need to perform the hill start, emergency stop and parking parts of the test. A thick afternoon fog had come down and the examiner decided that it was too dangerous to continue the test. Had I passed, or failed? "Neither" came the reply, "You will have to book another test date but you won't have to pay the fee again." Back to Dad, to report. There was a problem here, in that I had already planned my first rally outing ... in four day's time! Luckily, Dad was a Special Constable with the local police. He had a word with the Inspector, the Inspector had a word with the driving test centre; all resulting in me re-taking the test on Thursday afternoon and passing with flying colours. Saturday evening's 12 car event only required a club membership card and road insurance. My 'navigator' (and I use the term only very loosely) was Billy Cropper, the son of the local coal merchant. We did more 'bashing' than 'plotting' and, when we did manage to find a control; we generally approached it from a different direction than that intended by the organisers. Then again, it has to be said, a Triumph Herald – positive camber rear suspension and all – was never the ideal rally car. Luckily, it ate its engine not long after and wasn't really worth repairing. Enter a Cortina GT from Sandy Morrison at Skippers of Kendal. That car, HHN 448D, ended up with a glorious history long after it left my ownership. The late, great, Dave Metcalfe threw a Pinto engine in it and used it to win the Illuminations; a result that really launched his amazing, but all too brief, career. Talking of the Illuminations, I remember Billy and I going out to watch the 1968 event and seeing at first hand just how it should be done. Stars of the show and winners that night were the late Jimmy Bullough, navigated by Don Barrow. Just watching Jim throw his Escort Twin Cam flat out in top through a couple of bends and over a yump was a visceral shock to the senses: I never realised just how fast a car could be driven on a narrow, greasy, farm road.

The truth was that I was never going to be a driver. I regularly ran out of talent – usually halfway round a tightening bend – and I couldn't keep up with the costs. I quit! Finally and irrevocably ... for all of two weekends. Then, by accident, I discovered navigating. The key to this discovery came by way of the realisation that I could actually read a map without the disadvantage of vomiting all over the car and its driver. I had learned enough of the navigational arts from the partners that followed Billy Cropper (who had turned his sporting interests to playing rugby and eventually signed on to become a Royal Marine) to understand what was required; primarily, having enough skill to not get lost too often and to understand what was essentially the simplest rally timing method ever devised: Targa timing.



***Malc Graham 3litre Capri :1977***

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***Continued on Page 20***



## Spotlight On 'Dave Orrick'

### Continued from Page 19

#### 1st car and 1st comp car:

One and the same – the afore-mentioned 848cc Triumph Herald, complete with the infamous hinged engine cover (if you bashed a wing, you ended up replacing the whole front body-work) and the equally infamous positive camber rear suspension. Then a 1500 Cortina GT and, just before the funds really dried up, an ex-Bob Lamb Mk2 Cortina Lotus. After that, I saw sense, part exchanged the Lotus and bought a 'sensible' road car.

#### Favourite rally car.

Maybe an unusual choice, but I'll go for the Toyota Celica Twin Cam Turbo. When Ove Andersson was running Toyota Team Europe he begged the parent company in Japan to develop a 4WD Turbo model that would be able to take on the other leading works cars on an equal basis. What he got was the 2WD Celica TCT. It had more than enough power but also the inbuilt disadvantage of only two driven wheels. But come endurance events such as Safari or Ivory Coast the Celica was a classic. It was virtually unbreakable and, just like an Escort, easy to service. On events such as the Middle East Championship it could, in the hands of Mohammed Bin Sulayem, regularly defeat Audi Quattros and the like. The Celica TCT eventually gave way to the Celica GT4 that brought Carlos Sainz his first WRC title and then the Corolla that won FIA titles all around the world.

#### Other rally cars.

You name it, from between 1967 and 1995, and I've probably sat in it at some time or another.

#### First event.

First 'real' rally (after the 12 car 'navigational nightmares' that I started on) was Westmorland MC's Spring Rally, a qualifying round of the Morecambe Bay Championship. This series consisted of 8 events: 4 rallies and 4 driving tests; one of each provided by the 4 clubs that made up the Championship: KLMC, Morecambe CC, Furness DMC and Westmorland MC. As far as the rallies were concerned, the rules were pretty loose. For example, you got points for starting and for finishing ... and it wasn't always in the same car. As the funeral director brothers John and Frank Parkinson demonstrated when they started one event in their Cortina GT, blew it up outside of Kendal, got a lift to the funeral home ... and then finished the rally ... in a hearse! All the MBC rallies were early evening half nighters: kind of anti social but handy if you wanted to finish in good time to then rush off and do an all nighter somewhere else. My debut, the Spring Rally, ended up with the back end of the Cortina poking out of a wall we had demolished near Killington after Billy Cropper fell prey to 'navigational dyslexia' and confused 'left' with 'right' at a particularly inopportune moment.

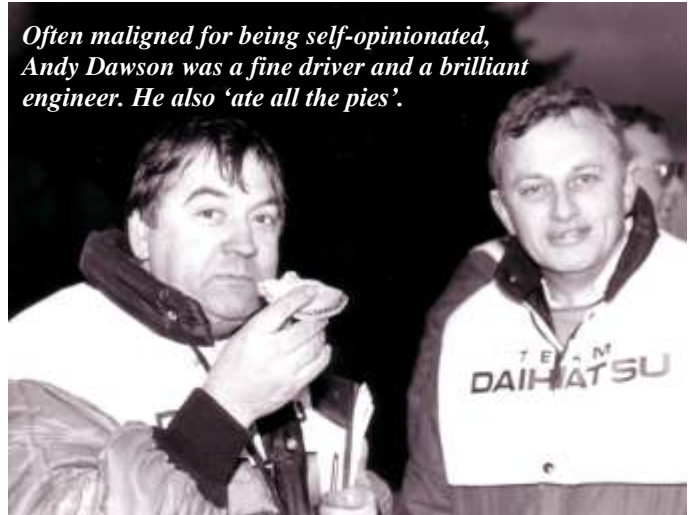
#### Most Frightening moment.

1969 White Horse Rally, in the snow. Being instructed to go 300 then crest and ninety left, reaching the point of no return and then seeing out of the corner of my eye Billy Cropper turning his map board through 180 degrees and muttering 'Oh, sh\*t'. That one stung, and caused a lot more than 'localised chaffing'!

*Continued On Page 21*



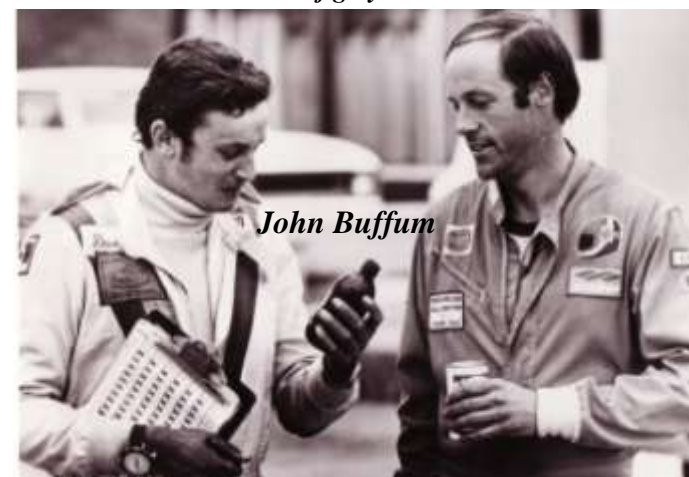
*Tackling the flatlands of the Qatari desert with Sultan Sowaidi. This was actually an artificial stage, bulldozed out of land belonging to the University of Doha*



*Often maligned for being self-opinionated, Andy Dawson was a fine driver and a brilliant engineer. He also 'ate all the pies'.*



*Son of a famous father, Eiichi Iwashita took the York National by storm and, in the process, added considerably to Dave Orrick's collection of grey hairs.*



*John Buffum*



## Spotlight On 'Dave Orrick'

### Continued from Page 20

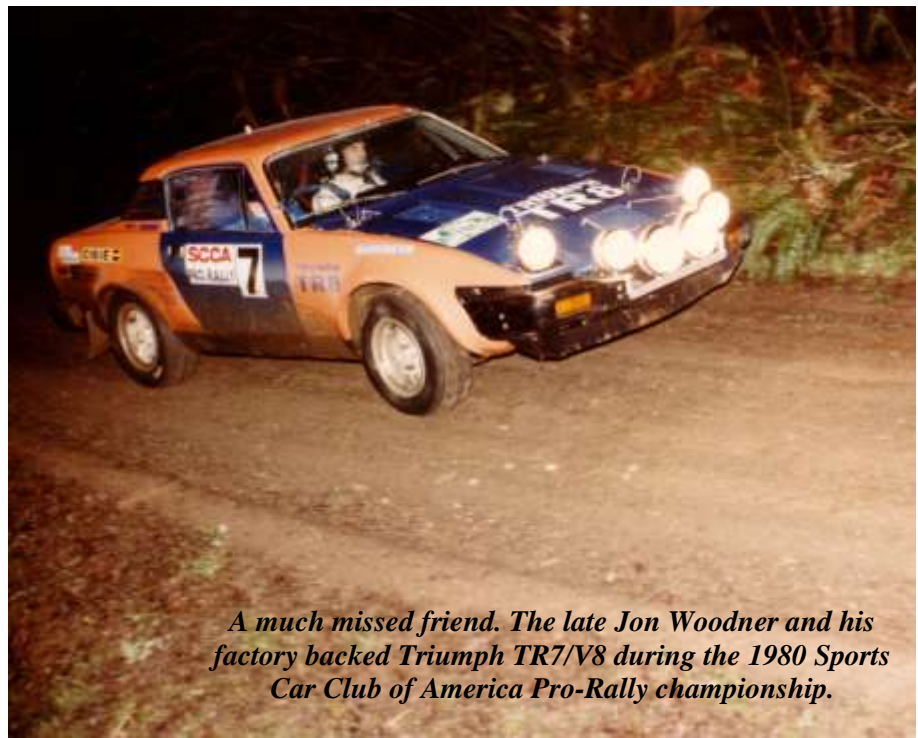
#### Biggest accident.

One of the three favourite questions at club-nights and forums! Probably too many to mention but accidents, of course, are simply rallying's way of telling you that you are driving too fast. When (if) I go upside down again, it will be the 22<sup>nd</sup> time: that's individual incidents, by the way, not the number of rolls! The Isle of Man has tried killing me twice, but I don't hold any grudges. Falling off a mountain on an Indian Reservation in Northern California, waiting until our Triumph TR8 stopped rolling and, justifiably upset, shouting at Jon Woodner: "I called it, didn't you see the bloody arrows?" and getting the laconic reply: "Arrows? Sheeeit, I didn't even see the damn Indians!"

But the best one wasn't even an accident at all ... because we got away with it. Next to last stage of a Kuwait Rally, just a few weeks before the Iraqi invasion. Lying in a comfortable and unchallenged second overall behind our sister car. Apart from one range of hills Kuwait is flat: like, you could roll a bowling ball from the Saudi Arabian border to Iraq and not be in any danger of hitting anything. Flat out in top across the desert and we start catching a big dust cloud; meaning the car in front had a problem. My advice was to hang back and just drive out the last 2.5km of the stage. Did he (Sultan bin Hamed Al Sowaidi from Qatar) listen? Did he bug-gery! So we are doing 120mph in this total dust cloud and he chooses his moment to pull out of the tracks, onto virgin desert, and overtake. That's when we hit a sand dune smack in the centre of the sumpguard and take off like a bloody Excocet. How high we went, I don't know ... but we seemed to be airborne for a long, long time until Newton's first law of motion (namely, 'what goes up inevitably has to come down') took effect. How that Celica took the impact I will never know. We had wrapped the radiator round the fan, bashed all the front body work and cracked the windscreen but, thanks to having emergency service immediately after the stage. We got away with it ... but there were terse words said!

#### Best event.

Now I'm struggling. Road or Stage, what to choose? OK, I have to cheat and have one of each. My favourite road event was always the Devils Own, whether or not it was in the Motoring News championship. For stage rallies I could choose any of the RACs – particularly the 1983 event alongside Mikael Sundstrom in an Opel Ascona – or, for totally different reasons, the Jordan Rally. That was the best event of the 'old' Middle East championship (before it graduated to the WRC) and used to feature a stage called Tuba that was 125.9 km in length: except they used it twice, once in each direction with service in between. We recorded temperatures inside the car touching 50 degrees Celsius and were dehydrating so fast that, when we got to service after the first pass, we had to be pulled bodily out of the Celica by the service crew. Half an hour later, we were lining up to do it all again in the opposite direction. Now I'm going to be a boring old fart: that was **real** rallying, not the sanitised, politically correct, office hours events that are so common today. That first RAC I did was won – over 78 special stages – by Timo Makinen/Henry Liddon (Mk1 Escort RS1600) in a total stage time of 8hrs 02min 39seconds. The most recent Rally of Wales had 22 stages (5 of them of less than 3 miles), started on Thursday evening, finished at lunchtime Sunday and took Sebastian Ogier 3hrs 03 minutes 36.7seconds. I rest my case!



*A much missed friend. The late Jon Woodner and his factory backed Triumph TR7/V8 during the 1980 Sports Car Club of America Pro-Rally championship.*



*Sponsored by his own parts company, Northern Auto Sport, Geoff Birkett won the 1982 Devils Own Rally in the mighty Opel Ascona 400.*



*Steve Egglestone tweaks his Escort's handbrake along the way to victory on Bury Automobile Club's Torque BAC Rally; an event that benefitted local charities and gave the sport a useful public relations boost in 1987*

**Continued on Page 22**



## Spotlight On 'Dave Orrick'

### Continued from Page 21

#### Rally Hero.

**In drivers:** the late, great, Dave Metcalfe. He could, and should, have made it through the British ranks and into real World Rallying. He had the talent and an envied reputation, among team managers and other rallying people that mattered, as a true professional but he never forgot who he was and where he came from. I only ever tested and did press days with Dave but, even though we talked many times about doing some rallies together, it never happened. Dave's tragic death cut short a career that promised so much but, for me and a whole lot of other people, his memory lives on.

Last year one 'Maurice Ellison of this Parish' talked me into doing a KLMC 'Road Rally Legends' night (I thought he had said 'leg-ends' which, in my case, would have been much more fitting!) at the Heaves Hotel; just a few hundred yards from where Dave had lived: on the A6 directly opposite Brettargh Holt, which was then a home for unmarried mothers. I hadn't been in the Hotel since 1992, on the day of Dave Metcalfe's funeral, and all the memories just came flooding back, bringing about my requesting the audience to join me in a minute's applause in recognition of a great friend, a great Cumbrian and one hell of a rally driver.

Markku Alen: Just because he was 'Maximum Markku' and had an aura about him that made you share his belief that, no matter what obstacles were in the way, he was going to win.

Walter Rorhl: I got to sit with Walter in a works Lancia 037 at Flugplatz Pedersfeld in Germany, on a press day ahead of the first Rally Deutschland. That was the year the sponsorship ban on tobacco companies came in. Lancia Germany were sponsored by West cigarettes so, to comply with the rules, they kept the same sponsor and artwork on the car ... but painted on 'East' instead of West: clever. Walter was so gentle with the car but so incredibly fast. Walter didn't get on with a lot of journalists but he and I hit it off and we had a really good relationship for a lot of years. Now he gets paid handsomely to drive Porsches for fun ... lucky sod!

Andy Dawson: He gave me my first professional breaks; starting with the 1976 Lombard RAC Caravan Rally (yes, you read correctly: Caravan! Stately homes, Silverstone and the Epynt Ranges plus a regularity road rally in the Welsh lanes overnight ... and all with this diabolical appendage, kitted out – as per the regs – with full camping gear hooked on the back) and then Donegal, with a Datsun Violet 160J, in the same year. The trouble with Andy was that he was both a brilliant engineer and a brilliant driver but he never worked out, until it was too late, which he wanted to concentrate on. As a team manager he was a hard taskmaster but tactically he was right up there with the very, very best. He wasn't always 'politically correct' however. I remember him turning up for a York National, his Nissan having 'Andy Dawson, O+' and a picture of an anchor (work it out for yourselves, it's an anagram of 'Newark') painted on the car's front wings. Or the end of year party he organised at a pub in Silverstone. Wives and girlfriends were invited but nobody knew Andy had booked a pair of strippers for the *après déjeuner* entertainment.

**Continued on Page 23**



*With Colin Short in the David Oliver Rallying Audi Quattro in Clocaenog on the 1984 Gwynedd. Not long after this was taken the car retired when its turbocharger exploded, punching a hole through the kevlar bonnet!*



*Dennis Quinn*



*Dennis Quinn*





## Spotlight On 'Dave Orrick'

### Continued from Page 22

#### Rally Hero.

**For navigators/co-drivers** I would have to choose John Davenport first. He was the best professional co-driver in the world for a long period and, as rallies editor of Autosport, wrote insightful commentary on world rallies plus his own observations on the rallies that he contested in the 'Rally Record' column. Sure, he ran into big trouble at Austin Rover and ended up taking the legal flak that followed, but never forget that he had the balls to run two British drivers (Tony Pond and Malcolm Wilson) in British cars, the MG Metro 6R4, and with a British team when virtually all the other outfits subscribed to the 'if you want to win, get a Finn' scenario.

I'll take two from various times in the road rally years; Don Barrow and Peter Bryant. It wasn't just that they were good, it was the aura of excellence that surrounded them. Jim Bullough once told me that having Don in the navigator's seat was 75% of winning ... even before the event started. It was, he said, all about confidence. Bryant went on to partner Ari Vatanen for a couple of seasons ... but his reputation was the key to Ford giving him the ride, and that reputation was built on dominating the MN series with Harold Morley for several years.

#### Biggest Influence.

The simple answer is: rallying itself. As in anything in life, you learn as you go on. For me, rallying became the love of my life. I often get asked 'do you miss rallying' and the answer is always 'yes, every day.' But, when I stopped, I did so because I had fallen out of love with the sport. For me, stopping meant a complete break. I never could watch rallies; even going to a stage after retiring from an event was torture. But, through the years I did compete, it was an all encompassing passion and that gave rise to all the great memories I continue to enjoy to this day. I'm sure that you will find this sad, but I still take myself off the main road and make detours over the classic roads of yesteryear. That's easy when you live off the A590, there are so many places to choose from.

#### Funniest moments.

Hell, there were so many over the years, that was part of the environment. Some of those memories were in the 'good clean fun' category ... and some weren't. Like the TTE mechanic on duty at the Dalby Fire Tower service area who dived into the treeline to answer an urgent call of nature. Toyota had pioneered the idea of waterproof 'all in one' suits for service crews. They were practical and could be easily cleaned off by the gentle application of a power washer. However, the foreign gentleman of this tale had just got on with the task in hand when the radios burst into life with the news that Bjorn Waldegaard was making haste into service, in vital need of a new gearbox. Anxious to get prepared our friend the mechanic hastily re-arranged his romper suit, blissfully unaware that he had managed to get it's hood lodged under his buttocks. 'Getting your own back' took on a whole new meaning as he stood up and hastily flipped the hood back over his head. Trust me, you had to be there!

#### Biggest regret.

Never being able to win the Illuminations! I tried, alongside Steve Egglestone, Dennis Quinn Geoff Birkett and others, many times over the years but it never went right and so remains one 'box' that never got 'ticked'. Have you ever noticed how, just before a major blow up, rally engines are at their all time peak of performance? Back in the Mk1 Escort days Geoff Birkett had a deal with Vegantune Engines who were based somewhere in Lincolnshire. Just before one Illuminations Rally, 1972 I think, Geoff went off to Vegantune and came back with what was promised to be an "all singing, all dancing" screamer of a Twincam motor. It was, too ... briefly. It took all of Friday night and most of Saturday to fit the engine and there was no time at all to do more than run it for a few miles, drain and refill the oil then head off to the rally start. We were classed as Experts, just, but still seeded down amongst the rabbits. A couple of cars ahead on the road was Mike Gilligan, joint managing director of County Garage in Carlisle. As befitted the part owner of a Ford RS dealership his Escort was the absolute best that money could buy but, in truth, he wasn't the quickest of competitors.



David Kynaston Southwest Stages



Algarve : Portugal



## Spotlight On 'Dave Orrick' Continued from Page 23

The opening section of the Illuminations competitive mileage took in Sunbiggen Tarn, a road much feared for its high speed blind crests and big jumps. We really, really, fancied our chances of a good run on roads we knew well and set off at Warp Factor 10 into the misty, drizzly, January night. Halfway across the open moorland part of Sunbiggen Tarn we caught Gilligan and Geoff was desperate to overtake before the walled section of road that ended the test, where it would have been considerably more difficult to pass and hence we would lose a bundle of time if we had to follow in convoy. We howled past Gilligan's Escort (and I use the term advisedly, as

our Twincam was well and truly singing) with just enough road to pull back in before the much narrower walled section and left him for dead in the mile or so before the section finish at Whygill Head. It wasn't just the section finish, however, it was also the end of our rally as the new engine let go with an almighty bang and we pulled into the control area totally devoid of mechanical assistance. I took a time from the marshals but it was a totally vain gesture as it was clear we weren't going anywhere else under our own power. I do remember thinking that it was all of 20 seconds before Gilligan arrived and that we must have been going at some lick to open out that kind of a gap in just over a mile. We had pushed our car out of the control area with the help of a couple of the marshals. As they turned to go back to their posts one of them spied a chunk of bright metal lying on the ground. Of course he went to pick it up to take a closer look but was far from best pleased when he found himself holding a seriously hot con rod that had exited through the side of the engine block. I learned a few new swear words that night!

The other regret I have is not, quite, making it to 1,000 rallies contested. I know I was in the upper 900s (I know I should have kept accurate records) but I never made the great landmark of 1,000: very few have!

### Most help from.

A lot of other competitors who most times didn't know they were helping. John Vipond, Tony Mason (do you know he won the RAC Rally?), Bob Redhead and even Martin Holmes. I had a lot of advice and encouragement from the late Henry Liddon, particularly on the skill of the 'driving' part of being a co-driver. He told me: "When you have to drive, do it smoothly. The purpose of you being behind the wheel is to let your driver relax and get some sleep. He isn't going to do that if you constantly jump on the brakes or miss gears, leaving him to rise up from his reclining position shouting "what the bloody hell was that" and trying to bite lumps out of the dashboard."

### If you were starting again what would you do different.

Not try to be a driver! Mind you, what little competitive driving that I did taught me so much about navigating and co-driving. I learned the good (from Geoff Whitaker) and the bad (from Billy Cropper) of 'nav-speak' and how it either helped or hindered my poor attempts at driving progress. One classic example: Geoff Whitaker (who was a navigator wanting to be the driver he finally became) was always insisting that I look further ahead than just the next few metres of road. He used to call 'At the end of your lights', followed by the instruction. I used that for years afterwards and, in a road rally sense, still would.

Most importantly of all, learn when to keep my mouth shut and not chase lost causes. I had a certain reputation at times, one that wasn't always positive or even always deserved, but I never learned when it was better to stop playing up to that reputation, even when I was in the right!

### Ambitions for the future.

Just a couple.

To see another British driver capable of fighting for the WRC title and bringing back the media attention of the McRae/Burns era. That would make sponsorship hunting a much easier task. And to maybe go back to navigating, just once, and see if I could do in reality what my dreams tell me could still be possible. Peter Jackson from G&PMC offered me the chance last year but, in the end, the dates didn't work out, I had to be abroad and it didn't happen. I won't be doing any of that regularity stuff, though. If historic rallying is supposed to be recapturing the feeling of the 'good old days' they should maybe remember that, by the late sixties, regularity had been largely binned. To me, it's just not fun but, on the other hand, the historic stage scene looks really great: particularly the RAC and the use of maps rather than notes. That is **really** historic, because that's how it used to be ... certainly, on the majority of the 18 RACs I contested.



**1978 Sunriser Rally 400 (USA)  
With Taisto Heinonen  
Toyota Team Canada Celica**



**Continued on Page 25**



## Spotlight On 'Dave Orrick'

### Continued from Page 24

#### Championships.

Only one I ever won was the ANCC road rally title with Geoff Birkett. Lots of 'podium place' results (SCCA Pro-Rally in America with Jon Woodner, Middle East Championship with the combination of Saeed Khalfan, Sultan Sowaidi, Nasser Khalifa Al Attiyah, cousin of the present WRC driver, and Abdullah Omar Al Majiid ... all in Marlboro Toyotas, Motoring News/BTRDA in 1987 with Steve Egglestone) but championships – with the exception of those quoted examples – never really mattered: every single event was a challenge in its own right.

#### Advice to newcomers to the sport.

Keep records! I always admired both Cyril Bolton and the late Jon Woodner as they documented everything for every event they ever did. It is something you only come to appreciate later in life. If more competitors kept accurate records, there would be a whole lot more biographies and autobiographies for the rest of us to read and vicariously enjoy.

Decide what you want to achieve. Nobody gets to be an 'overnight sensation' in rallying, it's not the bloody 'X Factor'! It's about learning your trade (as driver or navigator), building your experience and learning from your mistakes. To me, the greatest single thing about rallying was that, for the price of your entry fee, you got to compete with your heroes on equal terms. I started my first RAC seeded at 175 and my ambition never went beyond going across the start ramp and 'being there'. That we finished reduced me, literally, to tears at the finish because I had been on the 'world stage', if only with the function of making up the numbers.

So, have your dreams, but be realistic. There is such a huge range of classes in modern day rallying that anyone can win if they have the determination. That's not new, however. Road rallying was split into Novice, Semi-Expert and Expert categories. As you won each of those, and were thus instantly promoted up the ranks, you won 'your' rally ... that is still true today.

#### Most remembered comment.

Markku Alen : "In rally, any time you are not maximum flat or using maximum brake is direct loss of time". It sounds logically simple ... but think about it. Every confidence lift over a crest, every trail of the throttle into a corner ... that wasn't Markku's way, not at all!

#### ... and finally?

I wish to point out (and apologise for my part) that this article is WAY too long and if you are bored, I'm truly sorry. But Mr. Ellison told me to 'put it all in' (where have I heard that before?). That was clearly impossible. Even one year of the MN series made a full book on its own (and yes, I have thought many times about writing a sequel to 'Night Moves' but, until Mick Briant's efforts of recently, I never thought that anybody would be interested) so recalling a career that lasted half a lifetime doesn't easily fit into a few words.

All I can say in conclusion is this: For me, and I suspect many of you, rallying is the greatest sport of all. It was kind to me and sometimes hard on me in equal measure. But I enjoyed it all, good and bad. Rallying is populated by great people: competitors, of course, but also organisers, marshals, safety crews and spectators. And the UK's motor club culture is a treasure that must be preserved.

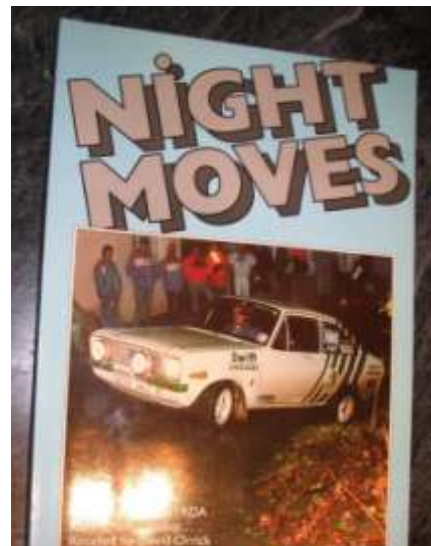
Hell, without it the sport would never have generated true characters (in the nicest sense of the word) such as my old friend Mal Graham ... and where would the clubnights that I miss doing so much be without him turning up from time to time! And there's just time for one last 'practical' joke. When (hopefully not for a good while yet!) I finally pop my clogs and head off to the great *Parc Ferme* in the sky I'm going to leave a request that I am dressed up for the funeral ritual not in my best business suit but in Nomex boots and underwear, three layers of Kevlar OMP overalls, a face mask and a Simpson helmet ... then let the buggers try to burn that!

Castrol Thailand press conference Bangkok



Taisto Heinonen  
Toyota Team Canada

The 'Oracle' in full flow





# 2013 Grizedale Stages

**Car 101 MG ZR**

**Malc Hague / Dave Read**

Well, here we are again two years on after the disaster of the Motorola corporate day, the MG was finally finished.

We had a long time to prepare, so when we departed from Thelwall on Friday morning there was an air of trepidation about our trip! We arrived at Lonsdale garage to be greeted by Ian Joel who had the MG up on the stands swapping wheels around and giving the car a final spanner check ready for the short trip to Coniston.

We left Carnforth in good time and it was with a little nervousness, looking at the MG all ready to go, I knew how quick it was, having had that accident 2 years ago and wondered if I could drive it quick enough to do it justice, I guess we would soon find out!!!

We sailed through scrutineering as you would expect with a car prepared by Mr Joel (And Coxy!) we returned then to our excellent accommodation provided by Coppermines to carry out our homework getting the notes and maps sorted for the team and spectating for the rest of the supporters!

My first text at 06.49 was off my brother in Carnforth to let me know that there was a frost on the cars as they set off, I looked bleary eyed through the window to see no evidence of any frost in Coniston, so it was up, shower, a hearty breakfast and carry out the final checks on the intercom and belts whilst the boys were checking the tyres and levels, putting the Decals and numbers on the car ready for a leisurely drive to the middle of Coniston for the start!

## **Stages 1 + 2**

We started very gently and although I knew we were not impressive, we got to the end in one piece and it was back round to do it again for Stage 2, We managed 3 seconds quicker on that run, I would say the car surprised me with its surefooted handling on the loose, it was a real handful on tarmac. So it was off to Management service, there was nothing to report as we hadn't really gone fast enough to hit anything, it was 2<sup>nd</sup> in class 16 seconds off the lead.

## **Stage 3. - 8 miles**

This was the first of the grizedale stages proper, we set off at a better pace and soon I was starting to throw the car around, we were cautious into all of the early corners, so then I started to push as my confidence grew I had to find its (And my) limits, then as we came into a hairpin left, for some reason, I backed out of the throttle thinking I was approaching too fast, big mistake, the back end swung round and we stalled. I quickly came to my senses and started the engine, frustrated, I started to push hard and realised that the car was capable of much more than I was asking it to do. We came to the end of the stage and although we had that spin it was the only moment the car was handling better than I had ever expected so I was interested in our time compared to Dave Brick in his Nova..... Well he beat us by 3 seconds, I thought we can have some time back on 4 so was starting to enjoy myself

## **Stage 4 - 8 miles**

This was our best stage of the event we had no moments and the car was great, the biggest problem was the top surface of the stage, we were sliding all over the place lots of double "apexing" as we slid wide all too often, sweeping all the loose gravel for the competitors behind to take advantage! Fortunately we were going slow enough not to go off in fairness, it was pretty much the same for the crews immediately behind us, but we made it safely to the end of the stage, so it was an anxious wait for the times..

The good news was that we were 10 seconds quicker than our nearest rival. I think I was starting to get the hang of this FWD thing! Just needed a bit more pace.....

## **Stage 5 - 16 miles**

So! This was the final stage of the event and I was ready, we had serviced and had a delay of 45 minutes, really frustrating but the event had been so compact it was a relaxing break, we had 9 seconds to make up to win the class and prove that I can drive a competitive FWD car! I thought it would be well within our capabilities to take 9 seconds in 16 miles when I had taken 10 on the previous stage of 8 miles.

We set off and I was loving it, finally I felt confident in the car and my ability to drive it we were definitely going quicker than we had all day so all I needed to do was to keep it together for 16 miles! Then around 10 – 11 miles in we lost drive, I thought it was a slipping clutch but not being too familiar with FWD I wasn't sure until I tried to accelerate and I realised we had broken a shaft!!!! That was our bid for glory over! My main concern was now to get it to the finish so for the next 5 miles I nursed it through the stage and managed to limp to the final control.

Well I suppose if anyone had asked if I would take a finish and 2<sup>nd</sup> in class I would probably say yes but it felt so harsh that we were on it and really on the pace to have it snatched away by a cruel twist of fate was hard to take..... Especially when the fault was a circlip which costs about 50p

We live to fight another day and I get to have another drive unless someone wants to buy it??????????

***Thanks to Ian Joel, Paul Cox, Steve Hague, The Roose's, Andy Lester and "The MMFC", My Fabulous Wife Anne And everyone else who worked hard to make this car come back together!***

***Malcolm Hague (Warrington & DMC)***



**Malc Hague / Dave Read**

**The Lancashire Automobile Club** has been involved in the **World Rally GB** and before that the RAC Rally since its inception. We have run controls, stages and parc ferme (including Blackpool in the 1960's). Some have officiated more or less without a break since the 1960s so you could say we have been there seen that and bought the T shirt.

Nowadays we support other clubs with running their stages and provide officials for running arrival, start and finish controls on several stages each year. We must get something right as we keep getting invited back.

In 2013 the LAC did four stage flying finish, one stage Stop line plus arrival and start. Now this year we had a change in timing equipment supplier so we went on the MSA training sessions to get familiar with the new kit. I say get familiar but that was a bit of a challenge as not all the new kit was available. Still we covered most of the bases and the trainers were most helpful. As well as the clocks we asked about incidental things like shelter and communications etc. Not much definite there although we were asked if we would bring our own 12V batteries as back up! It is a good thing we second guessed on the equipment as if we had not brought our own table, chairs and spare battery things would have been much, much harder. Getting table and chairs into the Mini was a challenge in itself. It would have been a good idea if the timing crews could have been told just how much (or in this years case how little) equipment would be provided. Simple tent shelters were welcome but doing timing standing up with nothing to write on presents issues.

The new kit worked well on the Saturday when we did flying finish. Bit of a panic as we were at Dyfnant and so the kit was a bit late! That's where our spare battery came in handy. When I say late I mean the delivery car rolled on stage so we didn't actually have any equipment until after car 000. The kit and somewhat shaken techies arrived in the FIA Medical Car. We in the meantime had been smiling and waving giving the thumbs up to any passing official car. Anyway the techies quickly set up the kit and said we were ready. I pointed out they hadn't brought any batteries - they were still in the rolled Discovery as it turned out. Thankfully they were delivered by car 00.

The new kit is a bit more basic than the previous kit we used consisting basically of two stop watches and a transponder receiver together with a comms link.

Constructive comment but life would have been a bit easier if there had been a direct link to stop line rather than using radio to relay times. OK when cars came at about one a minute but three at once was difficult not least because the noise of the latter cars made verbal communication via radio to stop line difficult. We had spotters before the flying finish as well as at the flying finish itself to give us warning. The FF was just after a blind bend so little time to spot. Needed spotters on both sides as numbers easily covered in mud. Transducers on International cars worked well but it got iffy with the nationals as it went dark.

On Sunday we did Arrival plus start and FF as well as stop line. Again the kit was late and the arrival control only had a simple gazebo as shelter. This was interesting as the location appeared to consist of solid rock so using simple tent pegs to hold it down was not going to happen. Fortunately the wind died down so we didn't lose our shelter. Again our own table chairs etc proved useful. The Start did have the luxury of a proper cabin. There was no communication link provided between Arrival and Start so that created its own issues.

The Equipment, including a test on the transducer receiver, was carried out by the techies. Despite this at the arrival control not one International transducer logged correctly so we did all manually - no big deal but it did make us wonder how the FF coped. We used the manual 'bomb drop' and kept written records to keep things on track. More worryingly the comms link worked until mist and fog appeared then it kept losing signal. Every time it did so the clock roll printed the fact over and over again. Sometimes over 20 times between cars - we were eating paper and had no idea if we would run out. It all adds to the frustration. We also didn't know if rally HQ were getting the times perhaps a message via rally radio to Stage Commanders if this situation arose again would help - at least we would know where we were and take action.

The Start Line had similar issues plus the new systems countdown clock just kept running. Under the 'old' system the marshal could literally stop the countdown but the new system simply keeps going no matter what. All OK if everything OK but just as the first car was about to depart the start crew was told to hold the start as there was a TV crew still on stage. You try jumping in front of a rally car with about 5 seconds to go!

The important thing is the stage ran and all the competitors got times. At the end of the stage we duly parcelled up all our records and the paper till rolls from the clacks and gave them to the Closing Car. Job done. We got home to read that the results had taken quite some time to be produced. Not much of a surprise as without the comms link it would all have to be done manually and I doubt if the organisers had a spare results crew hidden away for such an eventuality. It was therefore somewhat galling to read that some people were blaming the marshals on stage for the delay saying things like we should have kept paper records (obviously we did keep paper records just how do you think the results were completed!), the roll at Dyfnant had caused problems (well it did for the techies involved but I can assure you we were up and running before Car 0).

There now appears to be a war of words between the organisers and the timing equipment suppliers as to who was to blame. Really I don't care - just get it all to work next year.



*Martin Wylie and Chris Lee returning from the rally*





## CHRISTMAS STAGES RALLY - Croft

Swift takes another victory. And although that may sound like just another win, Paul Swift was made to work hard for his score on the opening rally of the AS Performance North of England Tarmac Rally 2014 championship.

Rally morning started in traditional Christmas Stages fashion in the pitch dark with scrutineering / documentation but by the time the lights turned green just after quarter past nine, the sun was quite low in a full blue sky. A cold wind ran across the service area to keep temperatures down to 6o C and remind us it was still December.

The dry, shiny tarmac of Croft's best racing track didn't look too much of a problem but Swift suffered a couple of small spins and a coming together with a slower car over the opening 6 miles to stop the clocks 7th fastest. A poor time on the 3rd stage saw Swift drop behind Alan Oldfield in his Darrian T90 GTR and at lunch the Ford Escort was 14 seconds behind the Darrian. The next 2 reversed afternoon tests saw Swift regain 10 to go into the last 12 miles of darkness with only 4 seconds adrift. Although, Oldfield and Ken Bills suffered no problems to speak of, they couldn't hold onto the flying Escort. Swift, who was partnered by David Cox, felt SS7 wasn't too good as they were having difficulty picking their apexes in the changed conditions. But they didn't realise that they'd recovered 18 seconds over Oldfield and on the final test they took another 36 to end up a comfortable 50 to the good. Another good day's work for the professional driver but his was pushed hard and the Darrian driver from York sent out the message that he will keep our 2012 champion honest in the current campaign.

Finishing in 3rd championship place was Craig Pennington and Michael Calvert. The garage owner from West Yorkshire was his usual quick and purposeful self and quietly got on with the job in hand of being on the fringes of the top 10 all day. His style belies the speed he takes his Mitsubishi Evo9 around Croft with only a spin on stage 7 to slow him slightly on his way to 11th overall.

And a further 7 seconds behind after 49 miles were our current champions Barry and Michael Lindsay. Their Peugeot 106 looked on the limit all day when up against so many more powerful competitors, but the Spadeadam crew rose to the challenge and scooped another class win into the bargain. Barry's only concern was about a noisy gearbox but it didn't slow his progress. In fact he started the last 2 tests run in the dark with a gap of 48 seconds to Craig Pennington and yet took 41 back to end up a mere 7 adrift.

A gusty and reliable performance would see Ed Todd and Andy Brown bring their GTM Coupe home in 18th place. The Durham crew suffered in the morning runs with braking issues and 'driving like a girl' as the driver put it to find themselves down in 25th at halfway. Driving with more confidence in the afternoon, the little, red rocket steadily made progress up the times to record a fine 5th championship result.

Next up were the pretty little Honda Civic of Nick Thorne and Ian Murray. This was their first visit to Croft and a cautious start would find them down in 32nd after the opening test. Every stage thereafter would see their pace increase and they gained more places to end in 21st. They felt that could have been higher if they'd been able to see better in the last 2 dark stages, yet they still gained 3 places despite their lack of assurance.

Neil Marshall / Mike Scrimgeour from Whitby were very happy to finish in 30th place. After the first stage they found themselves down in 60th position but they steadily worked their way up the timesheets to get the 1900 Peugeot 205 to the final control – something Neil's not managed for over 9 months.

The Subaru Impreza of Neil Raven and Ann Forster finished right behind in 31st place. This could have been a lot better as they were lying in 18th at halfway. But it wasn't to be as they lost 90 seconds on the penultimate test due to a rear tyre rubbing against the bodywork. However as they were one of the few crews to play their 'Joker' on the rally, they actually stand at the top of their respective tables after the opening round.



**Continued on Page 29**



# Christmas Stages Rally

Continued from Pg 28

Geoffrey Harkness and Caroline Lodge got off to a bad start at scrutineering when the extinguisher cable snapped. A new one fitted and they then had another of their consistent days when not much exciting happened on the stages as they made the way to 33rd overall.

And right behind we had Darren Wilcox with Terry Martin sitting alongside him in his Subaru Impreza. Darren recorded a couple of poor times before admitting that things would have been better had it not been for losing time doing some 'grasstracking'

Alan Cowan enlisted the services of Shona Hale, and her service crew, for the rally. The Scots were happy having a reliable run and were still beaming at the finish. "Great fun catching Evos in the dark" sums up the driver's attitude.

The Peugeot 106 of Joe Cunningham and Glen Coates ended up in a lowly 43rd place when a top 20 finish was possible. The target all day was to hang onto the coattails of our current champion in a similar specification car. And they wouldn't have been that far away if they hadn't had to take a stage maximum on SS4 when a driveshaft let go. The loss of 4 minutes saw them plummet down to 67th overall. The chance of a good result was gone but they still pushed on in the afternoon to try and recover some decency.

A Mini Cooper was next. A different car not seen on events very often and a different man in the driver's seat too - Andrew Roughead. He's usually found in the silly seat keeping drivers right but when the chance came to drive his Dad's road rally prepared version, it was too good an opportunity to miss. He enlisted Dan May to sit alongside him and they spent most of the day fine tuning the suspension to get a better performance out of a pretty standard car. They must have been doing something right as they moved up the leaderboard every stage from 61st to 48th at the finish.

The father and daughter pairing of Bill and Katy Bates were next in their 1400 Peugeot 106. A visit to the gravel trap on the opening lap was a quick wake up call as they found themselves in 73rd place but steady driving found them end up in 57th position.

The Toyota Yaris of Colin Butler and Giles Dykes were next flinging the little 1 litre powered car around the stages with great vim. They were never going to set super times in the dry conditions but they sure had plenty of fun on the way.

Our final finishers were a Dad and Lad combination of Jimmy Knox and Alistair Knox. Their Peugeot was having a pretty reliable mechanical run but they were awarded stage maximums for taking incorrect routes.

As for the ones that got away, well the first to drop out was Andrew Fawcett and Chris Purvis when their Nova's nearside driveshaft flange let go half way around the opening test; Jon and Alison Trenholme who had a re-occurrence of their turbo related problems and stopped in the second run; Joseph Redmond and Luke Campbell were up to 24th after the first loop of stages before they were excluded for not carrying a spare wheel; Stuart Walker / Julie McGuire made it to the lunch halt before retiring with a snapped shaft in the front transfer box (they'd already had a blown turbo on the second stage) and finally Mark and John Burton called it a day after the first afternoon run when the clutch blew on their Vauxhall Nova.

The second round of our championship is the Jack Frost Stages in association with AUTOGAS 2000 and Cartersport. This is scheduled for Sunday January 19th and once again it will also be based at race circuit just outside Croft village.

The Legend Fires North West Stages will be the third round of the championship. Although the rally doesn't take place until 7th and 8th February and the Regulations were released in early December, the organisers received almost 100 entries with 3 days. The rally is once again based at the fantastic Norbreck Castle Hotel complex and anyone interested in competing should take a look at the official rally website— <http://www.nwstages.co.uk/>

## MSA announces 2014 Forestry Commission fees

The Motor Sports Association (MSA) has confirmed the fees that will be charged for providing access to the Forestry Estate for MSA-permitted rally events from 1 January to 31 December 2014. Prices have increased in line with the Retail Price Index (RPI) at 2.6%.

### The rates per mile for 2014 are:

#### Special Stage Rallies

(including Multi-Use and Historic Special Stage Rallies)

Primary usage: £668.00

Secondary usage: £396.00

#### Endurance Road Rallies

Primary usage: £203.00

Secondary usage: £126.00

#### National Cross Country Events

(Tyres Restricted) (Competitive Safari or Hill Rally)

Primary usage

Category A roads: £208.00

Category B roads and other surfaces: £67.00

Secondary usage

Category A roads: £101.00

Category B roads and other surfaces: £34.00

#### Road Rallies

Primary usage: £101.00

Secondary usage: £55.00

#### Navigation Rallies

Primary usage: £55.00

Secondary usage: £55.00

#### Rally Time Trial

Rally Time Trial (multiple usage): £1458.00

#### Forestry Commission Permit

International Rally of GB: £3037.00

British Rally Championship rounds: £1216.00

## A wild weekend away in Wales...

It's not every day that the World Rally Championship arrives just a matter of minutes away from your home. Many of us will have crossed the border to Wales many times for our rallying adventures, so the opportunity to contest Wales Rally GB last November was too good to turn down. We decided to shake down the fully rebuilt Subaru Impreza N15 down on the Galloway Hills Rally prior to the event having been invited to run as course car. 45 very wet stage miles in southern Scotland later and it was clear that the car was in fine fettle and only very basic re-preparation was needed prior to being ready to contest the WRC season's final round in Deeside.



Conditions on the recce were pretty eye opening at times. Heavy rain had left some of the stages looking like a virtual mud hole. It was definitely a case of fingers crossed that it would dry out prior to starting on Thursday evening.

We decided against participating in shakedown in Llandegla and instead took the opportunity to look around the service park to see how the other half live! Despite having a very professional set up of our own, it was still great to see the moving villages assembled by the factory teams. If you win a few million on the lottery soon and want to go and do the WRC in the 'right way' – have a look on Google for Yazeed Racing. Now that is the way to go rallying in style..

Thursday evening would see us head down the A55 to Llandudno for the pre-start prior to crossing the start ramp on Conwy marina – a great feeling for both of us I must say. We headed to SS1 Gwydr looking to have a clean run on the Thursday evening. That was the plan anyway...

SS1 passed in a blink – the second half of the stage looking like a tank testing ground rather than a rally stage in places. We literally bounced from corner to corner near the end. Still, we got through in one piece with no real problems.

There were plenty of very familiar faces at the start of SS2 Penmachno with Warrington MC running the stage. After some good banter with Dave Read and Malc Hague, it was heads down and off into the darkness of the stage on roads we know very well.

Halfway through, we hit what felt like a nuclear land mine inside a right hand bend. The mechanical 'clank clank clank' from the front right hand side did not sound good at all. Expecting a front puncture at the end of the stage, we were surprised to be told there was no sign of one – so concern switched to a broken driveshaft – or worse! Stopping after the stage to investigate, we found a wheel that resembled a triangle such was the damage to it. It was so badly bent it had even acted as a lathe on the upright! With the wheel changed, we then had an enjoyable run through the final stage in Clocaenog – our 'home' stage.

Friday morning would see us out very early from Deeside for the long run down to Hafren. Hafren, Sweet Lamb and Myherin – some of the very best gravel stages in the world. It was surely going to be a great day. Wasn't it..? At the end of 19.9 miles in Hafren, the front right tyre had gone very soft. We changed it prior to the start of Sweet Lamb and set a decent time through the short 4 mile stage. Just 4 miles into the 20 mile Myherin stage, we suffered a front left puncture causing us to slip into a small ditch. Having popped back out easily enough, we then had to stop and change the tyre – in just over 2 minutes.

We soon reeled in and passed the two cars who had passed us while changing the puncture, but then with 5 miles to go – we had a front right puncture again!

It doesn't take an expert to work out that 3 punctures and 2 spares leaves a problem. Determined to get back to service in Newtown, we pressed on slowly, having swapped around the remaining wheels/tyres in order to get back as safely as we could.

With 8 miles still to go to service, we came round a corner to find two Police motorbikes sat in a layby. Sure enough, 2 minutes later and we had blue flashing lights behind. Our day was done after a polite conversation with the boys in blue. Believe me, we tried everything to get back...

Understandably, we were both absolutely gutted. We didn't hit anything on the Friday which would cause the punctures – so why they parted company with the wheels in such spectacular fashion will remain a mystery till the end of time!

Under the WRC rules, we were able to use the 'Super Rally' rules to rejoin the rally on the Saturday which took us down to Dyfi, Gartheiniog and Dyfnant. Brilliant stages in amazing condition – it was a blast!

The day ended with a run through Chirk Castle – where our event sponsors Data Pacific and Jackson Fire and Security would be in attendance. Having arrived at the stage at 2.45pm in bright sunshine – it was disappointing not to actually start the stage till nearly 4.30pm due to spectator control issues.

Sunday was again an early start from Deeside to get down to Dyfnant. With a very slack road section, we were able to find time for a quick bacon sandwich and a brew in a hotel near Welshpool! I'm not sure Sebastien Ogier would agree with or pre-stage meal choice, but it did hit the spot...

**(Continued on Page 31)**





### ***A Wild Weekend in Wales Continued from Page 30***

A clean run through Dyfnant was good – before we suffered another puncture/bent wheel after the Clo-caenog 2 'power stage'. The stage didn't start particularly well when we went straight off on the first corner. Nice one Span..

Kinmel Park was good fun – but incredibly slippery. We even entertained thousands of spectators on the finish with a 360 degree spin on the first run through. We didn't make the same mistake twice thankfully – and then it was the short trip to the Great Orme to close out the event and cross the finish ramp on the main street in Llandudno in front of thousands of people.

It was a great atmosphere at the finish. Loads of people about, lots of people asking for photographs and we ended up 41<sup>st</sup> overall in the end. Without our Friday puncture nightmare, we'd have been around 29<sup>th</sup> – but 'that's rallying'. We did win the Subaru STi Challenge on the rally though – which was a nice bonus! We even had a nice cheque from Subaru for our efforts!

A big thanks to **Data Pacific, Jackson Fire and Security, TEG Sport** and our service crew on event of Danny Dunbabin, Jay and Brian. Big thanks to everyone who wished us well and supported us too.

Was it worth doing? 100% yes. Would we do it again? Definitely. The rally belongs in North/Mid Wales as the stages there are the very best you can do in the UK. It was an unforgettable experience and we'd recommend it to anyone! See you in 2014 maybe..

***Spencer "Kwik Fit" Wilkinson/  
Jamie "Rubber Bandit" Edwards – Car 119.  
Warrington&DMC***

# **NESCRO**

## ***Historic Motorsport In The North Of England And Scotland THE MEASHAM RALLY***



A new event appeared on the Northern Classic Calendar in mid January when the Vintage Sports Car Club decided to bring their Measham Rally up to our part of the world, the event being based at Scotch Corner.

Quite a unique event, the Measham is for pre-war cars and runs over a 200 mile route, through the night. Nothing unusual there you might think but a good portion of the 50 strong entry were open tourers, only have 6 volt electrics and trip meters are positively forbidden. The entire event is regularity, every inch of it from start to finish, and with only 15 minutes plotting time, there was a good deal of plot & bash involved as well.

A wonderful selection of cars turned up at the start, everything from a tiny 747cc Austin 7 to a mighty 4½ litre Bentley with a whole host of long forgotten makes featuring on the entry list, anyone remember a Graham Paige, a Salmson or a Gwynne..... me neither ! The competitors were an eclectic bunch as well, a lot dressed in period gear and sporting some spectacular facial hair, it was that kind of event !!

The action got underway with a 12 mile section over the army ranges above Catterick, somewhat enlivened by the fact that there were several exercises taking place at the same time. These are brilliant roads, just like forest tracks but much smoother, make you wonder why we pay Forest Enterprise such an exorbitant amount. I had the finish control at the end of this section and, amazingly got all but 2 crews through, they were in exuberant spirits, all very jolly and 90% of them took the trouble to say "Thank You for Marshalling", a nice touch, much appreciated.

The remainder of the route used a host of yellows around Richmond, Bedale and Masham, with no fewer than 60 controls ( All of which were manned), roads that will be familiar to anyone who has road rallied in that part of the country. Quite how they all got round I am not sure, although the average speed for the event was set variously between 24 and 28 miles per hour, believe me, in cars that are approaching 80 years old, that takes some doing.

The Measham was won by James and John Potter in an Alvis TG 12-50, they took the decision on a tie break, having had equal penalties with Gareth Frank and Ali Proctor who were in a Lea Francis W Type. To put the relevant performances in perspective, the Potters are old hands at VSCC events and have won the Measham 3 times previously, Ali met his driver for the first time 2 hours before the start and was doing his first ever vintage rally, they are, to say the least, different !!!

The Measham is likely to be based up in the North for at least the next two years so do look out for the date, it is an event well worth going to watch, the cars are a living motor museum the crews are good entertainment, they don't half have a go, it's amazing to see what they do with those old cars, they get 10 out of 10 for trying.

***Ed Graham : Hexham & DMC***



# Jack Frost Stages Rally

## Sunday 19th January 2014

In association with

### AUTOGAS 2000 & Cartersport

So the first, or is it the second rally of the year, after doing the Christmas stages two weeks ago, also at Croft, between Christmas and New Year. Well, I was supposed to be out with Steve Quigley, who I was sitting in with in 2012. Steve took twelve months off, after retiring the infamous giant killing Pink Clio after a second in class at Oulton park. Steve was building up an ex Clio cup race car, 260 bhp, massive brakes, Rieger suspension etc. but the car was waiting for a couple of bits, and wasn't going to be ready in time. I was going to pull the entry, and mentioned it to Ste Hudson, over at the car club, one Tuesday night, "Tim Finch is after a co-driver" he said, "I will ring him now" and ten minutes later were sorted. I've never met Tim, but I knew he had some decent results, but did have a bit of a reputation!!!!

Saturday night, of up to Darlington to meet Tim and the team, were stopping at the Premier Inn, Tims there with Warren whos servicing, and Neil Bye, whos co-driving for someone else, so after a gallon of beer and a nice drop of red wine, a decent meal, and four hours of putting the world to rights, and talking shit, were off to bed for a 5.30 start, and a 20 minute drive to Croft.

Tim and the crew had set up Saturday night, so straight to scrutineering, as were running car 3 (Tim hasn't rallied for three years, and we had asked to be seeded between 15-20) with that and signing on sorted, I check the paperwork and marked up the stage diagrams, first car away at 09.15.

Were now running at forth on the road as Steve Simpson has put in a late entry, its absolutely persisting it down, full wets are the order of the day, so we go out on inters, as thats all we had, 30 second starts, Steve sets off, and our windows start steaming up, the heated screen has stopped working, on the start line, we lose about 40s to the cars round us, not the best start, back to service and Ste / Warren find the loose wire, SS2 we pull back five places, and fifty seconds quicker, things are looking up. Neil Bye walks over, and is looking a bit green (cant take his beer) **"ive chucked up in my helmet!"** Well, that cheered me up no end, psmsl.

The rest of the days six stages were spent trying to make up for the misted up screen, we ended up 14th o/a and third in class, and has a great laugh as well, Tim asked me to do the SMC stages at Weeton, but i can't as im down at Caerwent on the same day already.

Next event, Rali Cwm Gwendreath, down at Pembrey, with Roger Hicks, in his 330BHP Mk2 Escort, now that should be fun.

***Tim Finch / Terry Martin. Subaru Impreza.***

*Tim Finch / Terry Martin*



*Photo courtesy of Phil Andrews*

© Phil Andrews

The Jack Frost Stages was another reminder of how the Lindsays have this particular ability to push their little Peugeot 106 way beyond what other competitors seem to be able to come up with and give some big boys a run for their money. The morning's 4 tests were run in a clockwise direction of Croft's racing circuit and the weather stepped in to provide an equalising effect and let drivers of some of the less powerful cars show the fans their skills. The heavy rain experienced by some of the world's very best on the Monte Carlo Rally a day earlier, seemed to have moved north to cover the North Yorkshire skies on rally morning. Tyre choice was simple – just go on wets and do your best.

Over the opening 5.9 miles, Barry and Michael Lindsay were 3<sup>rd</sup> fastest beating several fit Metros and Subarus to set up a fascinating battle. The pace was only slowed down on the last one before lunch when lady luck deserted the Spadeadam crew as they got too sideways on the grass and big marker tyres arrested their forward motion. A badly damaged driver's door was the cosmetic result but fortunately there was no mechanical damage. The timesheets showed they had dropped from 4<sup>th</sup> to 6<sup>th</sup> in a flash as they made their way back into lunchtime service. Normal service was resumed in the 4 afternoon tests run on a drying track and so allowing the more powerful cars to shine. Rumour has it that Barry's new seats made the ride more comfortable and helped him generate more speed but perhaps the new mountings have allowed him to sit closer to the important controls and push the accelerator pedal to the floor now ...

Tim Finch is more often found preparing and running cars on rallies rather than driving them these days. However, after teaming up with Terry Martin for the first time, he set off warily into the opening stage. His Subaru was only 29<sup>th</sup> but he set about improving that only to find that he had no 4<sup>th</sup> gear at the halfway halt. With no new box to hand, Tim and Terry just decided to see how the box would hold up in the afternoon with the thought of losing more gears very likely. The surprised crew actually didn't have any further problems and somehow found 4<sup>th</sup> gear again – maybe the driver had been trying to select a fantasy 6<sup>th</sup> gear earlier and just came back to earth after lunch ! Smiling faces at the final control says they were content with 14<sup>th</sup> overall.

# PIDGEON POST

Daniel Pidgeon (British Road Rallying - [www.britishroadrallying.com](http://www.britishroadrallying.com))



## Carvers Traders Rally : A great way to start 2014.

The Carvers Traders Rally made a welcome return to the ASWMC calendar this year after taking a year out. After getting one of my best results to date on the 2012 event I was keen to get out and prove that it wasn't a fluke. On the way up from Wellington the fog got thicker and thicker the closer we got to The Rest and Be Thankful on top of Exmoor, hopefully it will clear by the time we were off.

Signing on and scrutineering all went without a hitch, minus someone else eating Pat's Gammon and Chips in the pub! It was good to see at least 20 entries for the first event in the south west which does struggle with entries sometimes, hopefully this is a sign of things to come. There wasn't much to plot as there were several handouts which we marked maps or plot and bash, so this didn't take long, and sooner or later we were less than a mile down the road waiting for our minute.

And it was go! The first section, I think it was called 7 yumps, was a welcome introduction back into the lanes. As you can tell from the name there were a few moments the little Nova had a little jumps into mid air and followed by a slot 90 left, we were flying.

This was my first time out with Pat and after only a few miles I was pretty confident that things were going to go well. With a bit of local knowledge and a healthy few revs and the odd tweak of the 'oversteer bar' it was a brilliant drive all night.

Within 10 miles we came across a poorly 'FLY' cut out on the side of the road on a steep hill, Gavin and Georgina did pop up again a few times but FLY didn't sound healthy at all so it was soon after that they pulled out and headed home.

At petrol there were several stories of happenings along the route including Lucas and Rob taking a early trip up the hedge on the first bit of road, but most of the 24 crews were still going.

The second half went just as well as the first with only a couple problems from both seats, me struggling to realise what was going on with the plot and bash at first and Pat pushing the tyres beyond their limits on one or two occasions. Parts going up over Exmoor without hedges with long straights, bumps, yumps and hairpins were brilliant. And sooner than I thought that was it! We had made it to the finish! I was confident that we hadn't missed any controls but we had dropped a few minutes and I did clock us in early at one point, but luckily not by much.

After a great fry-up the results were provisional already thanks to Rally Roots. 5th overall and 4th in class 2! Very happy with this in a little 1.4 Nova and the first time me and Pat had teamed up. By the time results had gone final we were up to 4th o/a and 3rd in class, which was even better. My second best result ever so I was happy to take that.

Thanks very much to James and all the crew at Burnham-On-Sea MC, top event and a brilliant way to start the year! Thanks to all the Marshalls as well, luckily the rain stayed away but it was bitterly cold, so thank you.

See you all at the Bath Festival for round 2 of the ASWMC Championship.

*Daniel Pidgeon : Nav Car 10, Vauxhall Nova (4th O/A)*

## Clitheroe & DMC Jack Neal Memorial Rally 22nd February 2014



The Hall Trophy Rally is a Round of the following Championships  
The Roadrunner Phoenix Awards ANEMCC Stage Rally Championship 2014

ANCC 2014 Stage Rally Championship

SD34MSG 2014 Inter Club League

SD34MSG 2014 Stage Rally Championship

Regs available at [www.edmconline.com](http://www.edmconline.com)

Blyton Park,  
Old Blyton Airfield,  
Kirtan Road,  
Blyton,  
Gainsborough DN21 3PE



## BILL HOWARTH



At a time when CDMC should be wishing you all a Happy New Year, I have to inform you that Bill Haworth, a founder member of CDMC, died on Christmas Eve.

"Bill was a very active member both in organisation and competing. He was clerk of the course of the first Hall Trophy, run around about July / August 1962. His son David did the Safari Rally and Bill went along as part of the service crew.

"He came to the 50th celebration, with his wife Doris. He was almost blind but came alive as people from the early days went to speak to him.

"The funeral was at Carlton Crematorium, Skipton at 1100hrs, 10th January and afterwards at the Spread Eagle Sawley." - Trevor Roberts. CDMC sends sincere condolences to Bill's wife and family.

## 12th March 8pm

### Pendle Slot Car Club : Rally Night

Pendle Slot Racing Club, Unit 49 Churchill Way,

Lomeshaye Ind Est, Nelson, Lancashire

BB9 6RT







Bob Wright taking a GoMotorsport leaflet



GoMotorsport Stand



11 - 12 January 2014, NEC



GoMotorsport Stand



Hazel Johnson giving passenger rides

ACCRINGTON MSCs Steve and Hazel Johnson met up with former Boyzone star Shane Lynch during the Autosport International motor show in Birmingham. Steve and daughter Hazel were among those from the Under 17 Motor Club at the event at the NEC, where they took part in auto-solo demonstrations. In total an incredible 2,500 free passenger rides were given. Among those who took up the opportunity were rally star Matthew Wilson – son of M-Sport boss Malcolm Wilson – and Matt Parry, who recently earned a test with the McLaren F1 team. Singer and driving enthusiast Lynch was also at the show and spent time talking to the Johnsons about motor sport. "We had a 10-minute chat with him and we gave out 2,500 passenger rides during the four days," said Steve Johnson.



Dave Barratt also giving passenger rides



Tony Billham MX5



Another SD34 Club



Angela Jones with the 5 BRDC finalists



Mathew Wilson goes for a spin



Shane Lynch with Steve & Hazel

A young ventriloquist is touring the clubs and one night he's doing a show. With his dummy on his knee, he starts going through his usual dumb blonde jokes when a blonde woman in the 4th row stands on her chair and starts shouting: "I've heard enough of your stupid blonde jokes. What makes you think you can stereotype women that way? What does the colour of a person's hair have to do with her worth as a human being? It's lads like you who keep women like me from being respected at work and in the community and from reaching our full potential as a person. Because you and your kind continue to perpetuate discrimination against not only blondes, but women in general and all in the name of humour!" The embarrassed ventriloquist begins to apologise, and the blonde yells, "You stay out of this mister! I'm talking to that little twit on your knee."



# .....The (very) long road to Stratos Rallying

Having previously competed for many years in Motorcross, Enduros and also Trailing, in 2000 I decided that a change was in order to try my hand at stage rallying having also had an interest over many years.

Having considered venturing down the Suburu route I decided that this was not for me (don't like 4wd wheel drive !!), then further considered options around rear wheel drive cars including Escorts, Manta's and Chevettes, none of which seemed to be the right direction of travel for me, so the search continued.... Having always been a fan of Lancia Stratos, I started to re-search options around the possibility of rallying a Stratos and what this would involve. After some searching, I found the Lancia replica club, a small group of people all interested in the car and its history. Following on from joining the club and attending AGM's etc, my knowledge and contacts began to grow, by this time it was clear to me that this was the direction for me to take, rallying a Stratos, all be it a replica, fantastic !!.

A further 2 years had passed, when I became aware of a Liiton built Corse I Stratos road car, unused since 1995. The car was based in South Wales so following a trip to Wales and some serious negotiation (after all it was sat a garage rotting away !), I was the proud owner of a Stratos, completely unaware of the long journey ahead to being able to enter the first event.

Bought as a road car, much conversion work was required, hence a part time 3 year project started to convert to required regulations. Following the build, the next stage would be to apply for the required MSA log book only to be informed that the engine a 2.7L V6 did not meet requirements with 2.5L limit being the rules, the car qualified for Hillclimbs and sprints only.. Despite having previously checked that a 2.7 V6 was ok, the rules had now changed and I was left in a position of deciding how to move forward. Oh that sinking feeling, not happy !!

Having spent such a long period preparing the car, I need a break so the remainder of 2005 was spent Hillclimbing and sprinting before returning to the workshop to start the process of fitting a different engine & gearbox. The first step was to work out possible options, most Stratos Replicas use Alfa V6 engines, but due to the size & weight this would not have been ideal for my needs. Following much more detailed research I came to the conclusion that using a KV6 & 6 speed sequential would be a great combination for stage rallying.

The next phase of the build involved removing old engine & box, structural changes to the rear of the car hence hold the new

engine in place and finally fitting the alternative KV6, not straight forward. Positioning and weight distribution would be key in having a well balanced car, hence positioning as far forward as possible next to the bulk head was the goal. On considering the possible engine specifications, I settled on a modified cylinder head ported and Piper 285 cam shafts using original hydraulic lifters (this turned out to be the wrong decision !), throttle bodies and a DTA ECU, with a dry sump effectively sitting the engine lower in the car.

At last, in 2008 the car was now running once more. Following testing and a trip to the rolling road the engine was producing 244bhp, result.

Following issue of the MSA log book, entry into Marham in 2009 followed. Although a great day out the car was badly suffering from over heating, despite the problems we managed to complete the event thanks to a dedicated and very persistent crew.

Over the rallies that followed most of the engine related teething problems were resolved, however the car was now developing signs of suspension related problems, the stresses of rallying on a car built for the road were starting to show themselves.

2010 saw entry into the Abingdon stages, a real hard-hitting event both in terms of terrain and a highly experienced co-driver pressing man & machine to the limit. Again finishing the event but due to an earlier impact, the radiator was now leaking and the suspension was showing real signs of wear & tear coupled with the engine now only running on 4 cylinders, not more maintenance.....



Promenade Stages 2013



**Continued on Page 36**



## Continued from Page 35

Abingdon had tested every aspect of the car to destruction, the earlier decision to use hydraulic lifters had caused a couple of valves to hit the pistons, bending valves at the same time. The only option being to rebuild the top end, new radiator with ducting to increase airflow and an electric water pump with control unit also connected to the fans (switchable for use in service) all to improve the over heating and maintain better overall engine temperature.

Further mods were also introduced to control the temperature with a discreet vent cut into the rear wing increasing air flow over the dry sump. Success, the car now runs at very acceptable temperatures. During the top end rebuild, conversation to solid lifters was also introduced, along with new and reground valves. Once again all this addition work proved to be very time consuming, with much perseverance required to work within the required tolerances of a racing engine.

Whilst upgrading, I came to the conclusion that the suspension also required work, this resulted in Proflex dampers being fitted followed by the manufacture of new wishbones to complete the job.

In 2013 at last all was now compete, with all the recent mods testing would now be essential. With crew all arranged (including Mat Worden, to be co-driver) a visit to Blyton was arranged. The car performed very well, that is until yes more suspension related problems occurred with a broken upright consisting of the ball joint detaching itself. Following a delay, I recovered the car from the track for the trip home, it all turns out that this the problem is a design fault, amazing that this has never been a problem in the past. A quick repair and the next rally was entered at Barkstone Heath in August 13.

Barkstone bound Mat & myself arrived (our 1<sup>st</sup> joint rally), settled in for the night next to a good friend who has offered to share crew (if need be) and support us during the event. Sunday arrived, all prepared we were soon out on the first stage flying around the course, what a difference a good co-driver makes. The day was going extremely well, being a little short of service crew I decided to help out re-fuelling, this proved to be a big mistake. Out on the second stage we could both smell petrol, on pulling over (next to a marshal just in case), no petrol cap, only gone and forgotten to screw the cap on !!

Following re-scrutineering the remainder of the event was spent practicing, suffering yet more suspension damage and exhaust problems, rallying really does test your car to the limit. Following further repairs and a successful test day sprinting the car was once again up and running and ready for the next rally.

The next event was a trip to be the Promenade stages in September 13, with Mat (co-driver) and crew all arranged, ended a successful day for all, only this time with even more suspension damage following impact with a high curb. Investigation back at the workshop revelled that a re-think would be the best way forward in resolving what had turned out to be suspension that in reality required generally strengthening to deal with the stresses of rallying in preparation of the 2014 season.

So, what is like to drive ?, in a word difficult but enjoyable, due to the lack of heat & grip in the front tyres even on hot days, rain tyres are used to generate more heat & grip, improving the under steering on some tricky corners. With a wheel base of 87" (the same as Mini !) there will always be compromises, this is just the very nature of what is a very old but hugely successful design of 1970's.

On reflection, many times I question why did I opt for a Stratos over any other and maybe far easier option, then I remind myself of the pleasure & spectacle it brings everyone at any event. Its style, design and the challenges it brings are unique.

Hope to see you all at an event in 2014.



Barkstone Heath 2013

**Steve Ellis. Clitheroe & DMC**

*p.s. A huge thank you to everyone who has co-driven, crewed, helped, advised in getting the car up & running to date, it's a very long list but you know who you are and simply not possible without you all.*



# Grant Construction Stages Rally

Knockhill : 4th January 2014

*Collie / Milne*



*Collie / Milne*



*Mann / Forsyth*



Well the new season was upon us and we headed to Knockhill for the Grant Construction stages. With two cars out on this event, the Evo6 of Chris Collie with Quentin Hollywood Milne riding shotgun hoping to start the season with a win and the Prodrive built ex Keith Taylor Impreza of Russell Mann with Dan (I don't eat greens) Forsyth riding shotgun.

With the cars through scrutineering the super soft slicks were fitted to Chris's car and Russell opting for wets they hit the stages first up was the Evo and from the word go it was apparent Chris meant business with maximum attack

Throughout every corner he set the pace for the field with first place the older Evo putting some top notch machinery to shame. Next up was Russell with a steady run through this would be his first drive of this car after purchasing it off Tim Finch of TF rallysport so a steady run feeling his feet was the order of the day for this crew.

The day saw Chris dominate all but a couple of stages maintaining his lead from start to finish bringing home his first ever overall win and a first place for TF Rallysport.

Sadly Russell wasn't so lucky when a misfire saw them retire a few stages in.

Next event for us will be the Jack Frost at Croft where I will be servicing for Russell again gaining more seat time before the Snowman in February and also the Subaru of the Boss Tim and Clitheroes very own El Tel Martin seeded at car three so no doubt they'll be some craic there.

**Steve Hudson Clitheroe & DMC**





## Januarys a bloody awful month.....

No motorsports action so far this year for me, it's been hectic at work and as that pays for the playtime it has to come first occasionally!

So I missed the Christmas Stages and Jack Frost at Croft, both events I would really have liked to have gone to, I even missed the CDMC prize giving, which was a bit annoying especially as I'd won two awards.....Club member of the year and literacy award for this column.

### But griping over and everything's looking good for February!

Firstly there is the **North West Stages**, love it or hate it personally I think that overall it's a great event as it brings our sport to the masses by making it really accessible. This year I've got 3 hospitality suites there with work (Lookers Citroen) and also a stand in the Hall for Blacksheep Racing, so all in all it's going to be a busy weekend. Lookers have been involved with the event for the past 2 years with this being our 3<sup>rd</sup> visit to the event. This year we have agreed to become an associate sponsor of the event and will be focusing on the VIP hospitality side of the event with a Unit in the Rally Village offering VIP viewing of scrutineering and the finish, a viewing area and VIP unit on the double hairpins on Blackpool Promenade and we will also be using the covered viewing area at Trax once again. I'll be here and there all weekend and am especially looking forward to grabbing some pictures of my old mukka Ste Hudson as he has a go at the event for the first time in his super pug !

After that on the **23<sup>rd</sup> of February it's Blyton** again with CDMC. Looks like I'll be back on stage arrival duties ! We need marshals for the event and to be honest it's a great little venue where you can see all the action, so if you're free why not come along and have a look and lend a hand. CDMC will be providing FREE breakfast butty and hot lunch for all marshals so please come down and help us out. You can contact the chief marshal, me!, either on 07818 054838 or [mathewkiziuk@googlemail.com](mailto:mathewkiziuk@googlemail.com)

Other things in the pipeline for February is organising the **Primrose Trophy Rally for 2014**. Maurice and myself have submitted a date of 26<sup>th</sup>/27<sup>th</sup> April to the RLO and are looking at running a national B event on this weekend for CDMC, more information to follow as things move on.

Finally this month I thought I'd just touch on something Maurice mentioned last month regarding car clubs and why you are a member of a particular club. Last year I joined 2 clubs, this year I will only be joining one. I entered the sport at the beginning of 2013 and was taken to a club by my friend. A few weeks after joining this club, I found myself at CDMC one evening, they had an ex works MK2 escort their for the night so we went up to see it.

It quickly dawned on me that there was a massive difference in the club I had joined and CDMC. The people seemed more friendly, welcoming and we're willing to offer help and advice to me as someone who was starting out in the sport. Looking at the events they had planned for the coming weeks, they certainly seemed to be a lot more of an active club than the one I had just joined too. So I signed up and immediately threw myself into the club. Since then, I think I've only ventured back to the other club once or twice for specific events. I have found myself on the committee, been Chief marshal, organised an event and even got free accommodation on Mull! All in all, joining CDMC was the right decision for me, I'm not suggesting it is the case for everyone but certainly if you find an active club that is willing to listen to it's members and try new things, that you will get far more out of your hobby than if you spend every Tuesday night in a tiny room watching grainy VHS videos of times gone by

**Matt Kiziuk (Beaver)**

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Chris Ellison (*the motorsport photographer*) got the following email from a pal in New Zealand following the recent Ashes series

### Owzat!

Q. What do you get if you cross the English cricket team with an OXO cube?

A. A laughing stock.

Q. What's the height of optimism?

A. English batsman putting on sunscreen.

Q. What's the difference between an English batsman and a Formula 1 car?

A. Nothing! If you blink you'll miss them both.

Q. What do English batsmen and drug addicts have in common?

A. Both spend most of their time wondering where their next score will come from.

Q. What does an English batsman who is playing in The Ashes have in common with Michael Jackson?

A. They both wore gloves for no apparent reason.

Q. What is the difference between Cinderella and the Pommies?

A. Cinderella knew when to leave the ball.

Q. What's the difference between the Pommies and a funeral director?

A. A funeral director isn't going to lose the ashes.



# Mo's Mutterings

or

## Grumpy Old Git Gets on his Soapbox



### So what are every bodies plans for 2014?

For me the SD34MSG Championship for sure but who with and doing what? It might only be out marshalling.

Paul is still poorly and even if he was fit and well I think his days of night rallies may be a thing of the past and when he gets back into fighting trim we will probably concentrate on the NESCR0 series of Classic Rallies in his MK 1 RS2000 - should still be a load of fun.

Andy is still waiting for results from the doctors and at the moment things are not sounding at all good. All we can do is wait and see. We had planned on doing the ANWCC Road Rally Championship in 2014 but that is now on hold.

Last year was a bit of a disaster on the Rally front. Either I cocked up or Andy did or the car had a problem (*Nothing is foolproof to a sufficiently talented fool and anytime that I have a 50-50 chance of getting something right, there's a 90% probability I will get it wrong*) - one way or another we didn't finish that many events and those that we finished, we finished far lower in the order than we would have expected (*or liked*). And it didn't stop with just Andy - there were so many more along the way . . . . . (*and I wont even mention RoTT*)

Poor Pete Jagger persuaded me to do the Countdown with him. Poor decision. We finished last. The only novice to finish in the last 3 years that it has run. Simple Navigation. I think not. I still managed to cock up the simple navigation. (*I said I would only do this event if we could enter as novices - easier route instructions Umm!*)

Ian Bruce - Illuminations Rally. Despite warnings about Mr. Bruce and his driving I rode shotgun for Ian. Far better driver than my advisers had said, and I am going again to do some events with Ian in 2014. Was I knackered after marshalling at Blyton from 4AM then doing the rally the same night. Thats my excuse for missing the Control. Ian won the ANWCC Novice championship on the back of that result! (12th O/A - last, but still 12th O/A)

So you can expect to see me stood on some windswept moor, soaked to the skin (*it always manages to pour down when I go out marshalling*) with torch and clock in hand telling everyone how we would have won it - if only we had been out there doing (*fishermans tales*) and being a proper arse to all competitors!

Might also get a few more Stage Rally Radio time in with the Gemini crew.

One thing that IS going to keep me busy for the next few months is Clitheroe & DMCs 'Primrose Trophy Rally' The 12 Car at the beginning of December 2013 was a trial run (*and fault finding exercise for the real thing*). And BOY did find a whole load of things that we could have done better. We are now running the Primrose as a Nat.B.. We would have liked to run in 6 or 8 months time and given ourselves sufficient time to play around with the route and ideas but the Rally Calendar is crowded in the second half of the year so we have opted to run on the 26/27th of April. Preliminary route is with the relevant RLOs for their consideration. We will need a lot of help from others to pull it all together but are confident that the lessons learned on the 12 car will make things a tad easier

(*Foolish words - see quote above re talented fools*)

On pages 18 to 25 there is Spotlight On 'Dave Orrick'. On Page 24 Dave says under ' If You were starting again . . . . . :

*"Most importantly of all, learn when to keep my mouth shut and not chase lost causes. I had a certain reputation at times, one that wasn't always positive or even always deserved, but I never learned when it was better to stop playing up to that reputation, even when I was in the right!"*

Too bloody true Dave - The number of times I wanted to throttle you for something you said is not countable BUT you are now forgiven! (*just!*)

See Below the email that accompanied the answer to my questions

*Hi Maurice,*

*You really are a scheming old tart! I wasn't going to try to do a Spotlight but après your email I started looking at old stuff and then tried to do a 'condensed' version ... but that ran to over 8,000 words (or, a quarter of a book) and I hadn't scratched the surface, I was going to bin it but it seemed a lot of wasted effort so I got out the red pen and knocked it down to what you see here. But, honestly, do you think anybody would be interested, after all these years? Is it worth the effort or am I indulging in what Quentin Tarantino once called 'mental masturbation'?*

*Read it, if you can bothered, and tell me what you think. I've got pictures by the armful but I won't start digging those out unless I'm pushed. Just in case, what's your download limit per email? I loved the 'biggest regret' question: not getting old, fat, grey haired and balding would be the honest answer ... but there's damn all I can do about that. I realised that I miss doing clubnights: no MC or Chairman, just get on with it. I even talked to Mal Graham about doing a two-handed night for G&PMC's 50th anniversary but, as yet, it hasn't gone anywhere.*

*Anyway, see what you think. I reckon it's all bollocks, but that's just me as a boring old fart.*

*Dave*

DAVID Orrick was one of the best navigators of the '70's, 80's and 90's. As far as I was concerned, he along with Ian Grindrod were the ones to beat, although I never managed to beat either him or Ian on an event or Dave verbally.

Dave also wrote Rally reports for the Motoring News and later on for Rallysport. When he gave up Rallying we were all the poorer for his departure.

I never thought I would hear myself say this **BUT** "Dave, Thanks for the memories, Thanks for the verbal abuse back in the '70s (it only pushed me on to **try** and beat you) & thanks for doing 'Spotlight On'"

Dave's book 'Night Moves' is currently available (second hand) with Amazon for £400. (Could do with the odd one or two stuck away to help with the pension)

As I said above there were many times when I could willingly have throttled Dave for what he said and his opinions and he was a right royal pain in the butt but to be fair he was usually correct - I just didn't want to hear the truth! (*I used to simmer in a corner*)

### 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.**

**Remember the above from January Issue ?**

**See Pages 7, 40 & 41 for the 1st replies**



# ACCRINGTON MOTOR SPORT CLUB

I am a member of the ACCRINGTON MOTOR SPORT CLUB and joined in 2013. I wasn't sure what I was joining - a club for boy racers or Schumacher wanna-be's? That wasn't my scene. I've lived in the area for over 30 years and didn't even know ACCRINGTON had such a club. I don't have any ambition to compete in motor sport (no driving talent) so why join a motor sport club?

In 2013, I decided to become a motor sport marshal. I've always been a motor racing fan, but disability has meant that live events have become almost inaccessible. European stages of the WRC are great; you can park on the stage ahead of road closure, camp overnight in a vineyard and enjoy the action from the relative comfort of your campsite. But race circuits and UK rally stages are difficult to access for those who have difficulty walking, like myself.

As much as I enjoy listening to World Rally Radio and WRC radio, it is not the same as experiencing the action up close. It never dawned on me that I could become a marshal and help with the running of events.

I was determined to become a registered MSA marshal. You don't need to be registered to volunteer at most rallies in the UK but it was my ambition to marshal at all levels of motor sport and to be the best that I could be. According to the MSA website, I needed to be a member of an affiliated club and ACCRINGTON was on the list! I contacted the club via their website ([www.accrington-msc.org](http://www.accrington-msc.org)) and very quickly received a positive response from the wonderful Steve Butler. He very kindly took the time to explain how the club works, the events they take part in and how I could become a member. I filled in my application form and I received my membership card by return.

ACCRINGTON club members actively compete in motor sport events but are still very keen to support my marshalling ambitions. They are always willing to put me in touch with event organisers who need marshals and suggest other ways in which I could get involved in both my club and other motor sport events.

ACCRINGTON MOTOR SPORT CLUB has a long pedigree of motor sport involvement and at the heart of the club is a core of well-connected, very dedicated individuals. Whenever I'm asked which club I'm from I am always proud to say ACCRINGTON; everyone knows of the club because of its reputation and that of Steve Johnson, NW Champion.

The ACCRINGTON MOTOR SPORT CLUB is directly involved with the MSA and club Chairman Steve Johnson organises training courses in the North West. The training is free and you gain transferable skills. ACCRINGTON MOTOR SPORT CLUB has also provided mentoring and Steve Johnson has very kindly taken time out to talk through development and training ideas as well as answer all those seemingly daft questions I seem to regularly ask. (But, as we all know, there's no such thing as a daft question!) Steve is always thinking of innovative ways to promote motor sport and encouraging participation at any age and at any level.

ACCRINGTON MOTOR SPORT CLUB is very active in motor sport events, including supporting under 17's drivers. Motor sport is very much a family affair. Mums, dads, sons and daughters all compete/help out at the auto-tests and auto-solos. The club has a genuinely friendly, family atmosphere and offers a warm welcome to everyone interested in motor sports. Although they're a competitive lot they're always quick to help each other out in whatever way they can. I've discovered that you don't have to travel far to enjoy motor sport.

My husband has also joined ACCRINGTON MOTOR SPORT CLUB to 'keep me out of trouble' (whatever that means). We've volunteered for a number of rallies in the last 6 months from BRC to WRC and rallies organised by local clubs. We regularly receive invitations from stage commanders who are keen to offer us training and further experience. We can't volunteer for all of the rallies, but when family commitments allow we are always made very welcome at any event.

We've helped with scrutineering, stage arrivals, passage control and the stop line procedure. We see each event as a learning opportunity; we take best practice from each of our mentors but challenge where we feel things could be done better. We have our radio training in January to look forward to. Rally organisers and especially the competing crews always take the time to thank the marshals for their time at the end of each rally, which for me was unexpected but particularly nice. Some rallies also provide goody bags for the volunteers and I've just received my 2014 calendar from the organisers of Tunnocks Rally of Mull - a really nice surprise and a reminder of a very happy weekend spent marshalling on the beautiful Isle of Mull.

As you can see I've already had excellent value from my £5 membership fee and ACCRINGTON MOTOR SPORT CLUB has been very welcoming.

What have I done for my club lately? Our last event was an auto-solo at Blackburn services in December where my husband and I helped with the time-keeping with a lovely couple Bev and Andrew - their son Adam drives in the under 17's class.

You can see him on <http://www.youtube.com/watch?v=0ZeUoiolqQY&feature=share&list=UUt-Xqy0vCSgAwzzP7OYagqQ> doing his stuff.

The next club auto-solo event is 16 February 2014 at Blackburn Services where I'd like to help with time keeping again. My next rally is the North West stages rally at the Norbreck Castle Hotel in Blackpool on 7 and 8 February 2014 - I'm helping to marshal scrutineering and looking forward doing my bit in the rally village helping to promote 'Gomotorsport' for Steve Johnson. Our club AGM is on 21 March 2014 at Accrington Cricket Club and I'm keen to see how I can get involved further. Why don't you come and join us too?

**Tracy Smith**



When I laid down the challenge as to why you joined your club or as I meant to say 'Why should someone join your Club?' My reason for asking was that Motor Sport and Car Clubs are generally in decline. I love my Motorsport and have made some life long friends and also had a wonderful time competing, organising and being on

various committees and I find it hard to believe that Motor Clubs struggle to attract members when the sport is so much fun. It is generally accepted that the average age of Car Club members is getting older and that Clubs nowadays have problems attracting youth into the sport.

As I said in the challenge, I am a member of lots of Clubs (Berwick & DMC, Wigton & DMC, Eden Valley MC, West Cumbria MSC, G&PMC, Kirkby Lonsdale MC, Chelmsford MC and last but not least Clitheroe & DMC - and probably half a dozen more). I joined Springhill MSC back in 1969 (whilst living in Accrington) and later became a distant member (I moved to Caton in 1980) and was a member until Springhill folded in 1995/6 (by then I was working just outside Swansea) In the mid 70s we used to get 200+ people at a club night.

So what's changed?

Lots of little things but 2 major changes affected how we do things.

1. Back in 1987 (I think it was 87) the rules changed for Road Rallies from TARGA timing to BBC timing

2. Computers & the Internet and technology in general

When the msa (or was it still the RAC) banned TARGA timing for Road Rallying, lots of clubs and their members threw their hands in the air and capitulated. Some got into Stage Rallying but road rallying (the lifeblood of clubs) was almost dead. Interest in Motorsport probably remained but it became just that - an interest, and people stopped going to clubs. Besides the Social element of attending Club meetings the other reason you went was to pick up regs for events. With the ever increasing use of the internet it was no longer necessary to go to club nights to get a set of regs. At Club nights you could chat to like minded people about your car and how to mod this or that or even pick up a spare part or help in working on the car, nowadays there is BRF, Facebook (and any number of specialist forums), ebay and as much info as you could possibly want (or need) and more on how to do things.

So - What do we do now?

Well, Steve Johnson with his U17MC(NW) is certainly paying off in attracting more youth into the sport but clubs need to learn from him and what he is doing and how he promotes both the club and AutoSolos. Having a Newspaper and a friendly editor like Neil Johnson of the Lancashire Telegraph helps enormously in publicity.

### Why Clitheroe & DMC?

1. An extremely good, well informed, pro-active and well organised Committee that listens to and acts on members ideas - nothing is dismissed without listening fully to a suggestion. Ideas and the progress of any venture is monitored and mentored if necessary. Some of the best committee nights have been when non committee members have attended with their ideas for an event (at one committee night there were 10 committee members and 18 non committee members present. It lasted till well after 11pm) The committee regularly reviews events and looks for how they could be improved for the future
2. A club that organises lots of events for its members and other competitors - Hall Trophy Stage Rally, Jack Neal Stage Rally, Clitheronian Road Rally, Primrose Trophy Road Rally, 12 cars, Autotests & AutoSolos
3. A club that always has something going on at Club Nights (and CDMC meet every week) from Guest Speakers, Table Top Rallies, Quiz Nights, Car Prep advice, Scatters, Navigator Training, Games Nights & even Scalextric
4. A Club that has a strong Championship series
5. A website that is updated at least every month with information as to what is going on
6. Every meeting is fun - Yes even Committee nights
7. I feel welcome at every club night and have a great time (and its been that way since I joined) - yes I do get my leg pulled a lot but most of that is my own fault and I give as good as I get.

The welcome and friendliness is the reason that I travel from Morecambe every week and I don't think I have missed a meeting in the two and a half years since I joined - its not a cliquey club, everybody talks to everybody and it can go on a bit at times

**What more could you want : Maurice Ellison**

### Under 17's Motor Club North West

We first experienced the U17 MC when our son, Adam, won a competition for a day's Autotest driving. On the day everyone was friendly and welcoming. Adam had a great day and it gave him the taste for more.

Now after several events we all attend and get involved. We have marshalled in other motorsport events but not autotest. We were shown the ropes in time keeping etc., now we pass our skills onto other new comers. All family members are encouraged to get involved in the day.

Adam has had expert advice from the instructor of a dual control car and his confidence and skill have greatly developed.

Events are well run with competitors marshalling, time keeping as well as driving. (They can't just turn up and drive!) Up to date results are posted throughout the day so drivers can view their progress. All events are well supported by a variety of clubs / members. It gives you an opportunity to meet people from other areas and find out about different events.

This is a fairly low cost form of motorsport and a great way for under 17's to experience time behind the wheel. Such experience will hopefully enable them to pass their road test sooner.

The club is very proactive in promoting motor sport for the young driver with in car footage on You Tube and promotional presentations. There is a need to capture the interests of junior drivers as they are the adult drivers, marshals etc. of the future.

Adam aged 15, says he gets a real 'Buzz' from his driving. He gets on well with his instructor who gives him tips to improve his times. It is a relatively cheap sport to get into and all the members offer encouragement. It really helps you to get to grips with car control and it's a great feeling when your performance and times improve throughout the day.

**From The Evans Family , Chorley, Lancashire.**



# Out & About with Gemini

I hope you all had a good Christmas and new year break and looking forward to a new year of exciting motorsport. I have just about got last year's lot to bed but come across the attached article that Ian Davies wrote for us for the SD34 newsletter. Some of you may have missed or not have seen it, but I forgot to personally thank Ian for this excellent report along with Keith Lamb, our now fully recognised team photographer who supplied the snaps to go with and in the newsletter. If you would like better copies of these photo's I'm sure Keith will only be to happy to email you a copy.

To finalise the 2013 presentation I thought it was one of the best we had had for many a year - Thank you all for your support with this and also to everyone for the help they gave the team in 2013, without you there would not be a team.

Tony and Avril Lee have confirmed they can still get team clothing from their supplier at Fleetwood. Several Members have asked for prices of what is on offer. Personally I like those red jackets we got ages ago they have lasted well but now got washed out, they are light can be used in the car yet warm outside for most of the time. How about our team photographer and Tony getting together and getting some sample snaps with prices for us all to look at please.

I think that's it for now but only to remind you of our next gemini invited events the one at Blyton on the 22 Feb CC's by Gemini 25 Chris and the Lee Holland on the 16th March run by Gemini 39 Alan - the radio lists our now open, please let me know if you can attend. - Full lists of motorsport events and Bike Rides on our web page.

Kind regards and stay warm,

**Bill**



## **The P&R Benn Greystoke Stages**

**13 July 2014**

West Cumbria Motorsport Club will again be running the popular Greystoke event in 2014.

We aim to run a competitor friendly, clubman's event at a very reasonable cost.

This rare format single venue forest rally will comprise approximately 38 stage miles with no road mileage.

"What a great event, compact, great stages, really friendly, helpful officials and marshals, and great value for money!"

Entries available via the web site at [Greystokestages.co.uk](http://Greystokestages.co.uk)

**Hi All**

Hope you all had a good Christmas and Best Wishes for 2014.

As you will have guessed the team is working on preparations for the 2014 running of Greystoke.

So this is a quick reminder to please add us into your new diaries for 13 July.

Many thanks for all your help in making Greystoke such a popular event, we will update you on how things are going over the coming months - see you in July.

The Greystoke Team.

## **Gemini Communications Team**

**MOTORSPORT MANAGEMENT SAFETY SYSTEMS**

**Serving Motorsport for 45 Years**

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

**Bill Wilmer 07973-830705**

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

## **2014 Events & Dates**

**22nd February**

Clitheroe & DMC

**Jack Niel Stages**

Blyton

**16th March**

Pendle & DMC + Garstang & Preston MC

**Lee Holland Stages**

Ty Croes

**11th May**

**John Overend Stages**

Melbourne

**17th May**

Knutsford & DMC

**Plains Stage Rally**

**8th June**

Blackpool South Shore MC

**Keith Frecker Stages**

Weeton

**13th July**

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

# Classic Corner



- 23 March**  
**North Yorkshire Classic** North Yorkshire
- 13 April**  
**Ilkley Jubilee Historic Rally** Yorkshire
- 10 May**  
**Leukaemia Historic Rally** South Wales
- 1 June**  
**Hughes Rally**, Kent
- 21 June**  
**East Anglian Classic** Norfolk
- 19 July**  
**Ross Traders Historic Tour** Herefordshire
- 3 Aug**  
**St Wilfrids Classic** Yorkshire
- 6 Sept**  
**Vale of Clwyd Classic** North Wales
- 4 Oct**  
**Throckmorton Challenge** Worcestershire
- 25 Oct**  
**Regis Rally** West Sussex
- 19 Oct**  
**Gold Leaf Historic Rally** North Wales

## NESCRO

North of England and Scottish Classic Rally Organisers



### 2014 CALENDAR :

Saltire	2 <sup>nd</sup> March
North Yorks Classic	23 <sup>rd</sup> March
Devils Own	30 <sup>th</sup> March
Ilkley Jubilee	13 <sup>th</sup> April
Pirelli Historic	3 <sup>rd</sup> May
Berwick Classic	3/4 <sup>th</sup> May
Shaw Trophy	15 <sup>th</sup> June
Lake District Classic	29 <sup>th</sup> June
Summer Lanes	TBA
St. Wilfrids Classic	3 <sup>rd</sup> August
Durham Dales	7 <sup>th</sup> September
Doonhamer	28 <sup>th</sup> September
Illuminations	18/19 October
Solway Classic	19 <sup>th</sup> October

### VCRR Rallies

## 2014 Tour of Wessex

three days in September 2014

The event will take place over three days in September 2014 and will feature over 40 tests or regularities within it's 750 Mile route. For more Information and to register your interest visit our website at [www.vcrr.eu](http://www.vcrr.eu)

Berwick MC

## Berwick Classic

3rd / 4th May

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



Knutsford & DMC

## TOUR of CHESHIRE

Saturday 31st March

Regs : [www.tourofcheshire.co.uk](http://www.tourofcheshire.co.uk)

## Knowldale Car Club Ltd (Rochdale)

is running a **Touring Assembly**, to be known as the

## "Mini Miglia Road Run"

on Saturday 15th March 2014.

The event will start at NWA Auctions near Kirby Lonsdale and will cover 175 miles of classic Mini Miglia roads before finishing at Banny's Fish Restaurant in Colne.

In response to comments and requests from last year's crews, there will be the option to use more difficult navigation on some sections of the route, and there will be optional special tests run under a separate permit on private land.

Regs and Entry form are on :- [www.knowldale.co.uk](http://www.knowldale.co.uk)

**ILKLEY JUBILEE HISTORIC RALLY**  
January 2014

Welcome to the Ilkley Jubilee Newsletter with details of the event on Sunday 13<sup>th</sup> April

**Sunday 13th April**

2013 Jubilee winners Matthew Warren and Cath Woodman

Event Regulations will be available at the HRCR open day at Gaydon on 11<sup>th</sup> January. They will be emailed out to previous contenders and be available on the website.

We have a new start and finish venue at The Millstones on the A59 west of Harrogate. Plus two new confirmed test sites and some regularity route not used on the event before.

On line entry via the website opens on 11<sup>th</sup> January. You can contact the Entries Secretary Sheena Tullie on 01274 569631 (after 16:00). Event website [www.jubilee-rally.org](http://www.jubilee-rally.org)

There is 100 miles of regularity with the navigation using a tulip roadbook issued at the start and some plot and bash en route. More details of the types of navigation on the website.

Struggle with gridlines or spot heights? No MSA competition licence?.....Try the Jubilee Run, using a tulip roadbook you follow a similar route to the Rally visiting all test sites



# Beaujolaais Rally

## 23/25<sup>th</sup> November 2013.

Simon Rossiter continues to run this ever popular rally along with his other three events. His regularly full entry list speaks volumes that he must be getting something right. Robert and I decided to take the Volvo 144 and were joined this year by another HRCR crew, John Taylor and Bill Granger in a Triumph Acclaim. We met up with them on the 14.00 ferry at Dover on the Friday and were soon joined by Richard and Pat Eggar who were taking their car to compete in a stages rally in Belgium on the Sunday, so it was just like a regular meeting of the HRCR which I found most interesting.

Voyage complete and off to find the hotel we thought but no, John had other ideas as he peeled off to the wine factory/supermarket at Calais. He duly filled up what equated to a Wickes type builders trolley, with enough wine to supply the whole of Nottingham, paid for it and arranged to pick it up on Monday. We then set off to Boulogne and found our very modest but satisfactory hotel for the night. After settling in it was off to the local steak house for a super meal which would prepare us for the next day.

We arrived at the start which was at its usual venue AIRE DEUX CAPS motorway services in plenty of time which enabled us to meet old and new friends including a welcome from Simon. The event started at 13.00.

Many interesting cars had made it over including Trina Walsh in a model T1 Bentley, Chris and Carol Fieldhouse in their Lancia Fulvia, Richard Gourd and Terry Davis in the Austin 7 special, the most unusual car was the Dodge Senior Six in which the navigator sat behind the driver. 3 Mercs, several MGB's and many others made up a very interesting entry.

After the measured mile we got down to our first tulip regularity which launched us in gently to this wonderful French countryside, a well placed tea break meant that we would be completing the second part of the rally in the early dusk necessitating the need to use our internal map lights, sneaky.

The finish was at the lovely Hermitage Hotel in Montreuil, which was the base for the rally. Saturday evening was free to do your own thing so after a conversation with the concierge, we duly turned up at his recommended restaurant, down an unlit alley but it was terrific until John fell asleep.

Sunday started with a bang, 2 MGB's both had flat tyres to contend with and then our own intrepid duo realised the exhaust system had dropped off the Acclaim so instead of starting the second day they went off to find a garage with welding equipment. Everyone else got away on the first due time regularity of the day and was met with a damp dull run to Le Croton where the lunch stop was scheduled. It was whilst at the earlier coffee stop John and Bill turned up having got back into the rally but with a very noisy Acclaim as nobody would light their welding torches until Monday. After lunch and the afternoon tea stop we had a proper run in the dark to the finish, the last part following a marked map which sounded quite simple but as usual towards the end of the day it caught a number of people out.

A very laid back pleasant evening followed and after the dinner awards were given out to the Winners Sue and Mark Godfrey, 2<sup>nd</sup> Place James Mann and Tracy Miklaucich and 3<sup>rd</sup> Place Chris and Carol Fieldhouse.

John and Bill managed 18<sup>th</sup> so without their problem they may have been up amongst the top 10.

Thanks must go out to Simon and his very efficient team as another successful Beaujolaais comes to a close. If you haven't done one of these rallies before give them a try, very good value for money we could even enter a midlands HRCR team!!

**Peter Mellor HRCR**

**See Page 48 For Sale :1967 VOLVO 144 HISTORIC RALLYCAR**



*This Dodge Senior Six was the most unusual car present made for carrying the lady of the house in all of her crinolines, to lavish parties, the footman sat on a dickie seat in front of her. But for today's use the navigator sits at the back behind the driver.*



*The Austin 7 special of Richard Gourd and Terry Davis who need a prize for just competing in the true spirit of rallying*

## 2014 Flying Scotsman Request for Marshal's

The Flying Scotsman Rally is a 3 day event for pre-1941 cars comprising of a series of regularities, tests on private ground and a tour, covering a distance of nearly 600 miles. This year's event is starting early Friday morning on the **4th April** from The Forest of Arden, Birmingham and finishing at Gleneagles in the afternoon of Sunday 6th.

I am looking for marshals who would be willing to assist in marshalling the car parking at the Dunkenhall Hotel, on Friday the 4th, from 4pm onwards and also from 7am(!!!) on Saturday when the competitors leave the MTC, bound for Peebles. I can be contacted on: bob.hargreaves@btinternet.com or 01229 587777 or 07742 313602.

There is a brief outline of the route on the Marshals Application Form at the Flying Scotsman website and can be viewed at: <http://www.endurorally.com/pages/marshals-wanted>

Thanks and hope to meet you at The Dunkenhall.

**Bob Hargreaves**



## MSA introduces revolutionary new coaching standard for motor sport

The creation of a new accredited coaching structure within UK motor sport has taken another major step forward after ten individuals were qualified as Level 2 motor sport coaches.

Pat Blakeney, Phil Glew, Jonny Kane, Calum Lockie, Tim Mullen, John Pratt, Oliver Rowland, Duncan Tappy, Jamie Wall and Danny Watts all successfully completed the intensive four-day MSA Level 2 Certificate in Coaching Performance Motor Sport, held at Mercedes-Benz World in Surrey last month.

The award is part of a revolutionary new coaching infrastructure that has been developed by the MSA in association with accredited qualifications body 1st4Sport and is in line with the UK Coaching Certificate framework.

"Firstly, this framework will raise standards across the board and provide a level of consistency that ensures a good experience for everyone at whatever level," said Ben Taylor, MSA Director of Development. "Secondly, it's about introducing an understanding of the role of coaching within our sport that will have a significant impact on our ability to create future champions. Thirdly, as the governing body of UK motor sport, the MSA has a duty of care to ensure that those responsible for coaching others are properly trained, assessed and accredited. And finally, there is a political benefit in that it puts the MSA and motor sport on the same footing as other governing bodies, which is essential if we are to confirm our place as a major sport."

To put this new framework in place, the MSA has been working closely with Professor Dave Collins, former Performance Director of UK Athletics. Together they have developed a structure that includes two Level 2 awards (one with a Performance focus, the other Participation), as well as an entry level 'Introduction to Motorsport Coaching' designed for delivery in one day that will be available to clubs and colleges.

The Level 2 awards will be rolled out in early 2014. For further information on any aspect of the MSA coaching structure, email: [academy@msauk.org](mailto:academy@msauk.org)



## Welsh Economy Minister confirms further support for Wales Rally GB

The future of Britain's premier rally remains bright after Edwina Hart, the Welsh Government's Minister for Economy, Science and Transport, announced another two years' funding support for Wales Rally GB, the UK's round of the FIA World Rally Championship. "Wales Rally GB is one of our flagship events which gets worldwide coverage so I am particularly pleased that efforts to revitalise the event and attract more spectators and entries are paying off," said Hart.

"The people of North and Mid Wales are incredibly supportive of the event and local authorities and businesses have all reported increased economic activity in the area due to the rally. We want to maximise the benefits coming to Wales and build on this momentum which is why I have agreed in principle funding for Wales Rally GB over the next two years."

The Welsh Government will provide up to £1.5m per annum to support the rally in 2014 and 2015, subject to evaluating the impact of the events against agreed targets.

## 2014 - the Year of the Newcomer

The MSA has designated 2014 the Year of the Newcomer in recognition of the importance of attracting new competitors and volunteers to get involved in motor sport for the first time.

The governing body will announce various initiatives and activities in support of the sport's new recruits throughout the year. The Regional Development Officers are working with clubs to encourage new recruits, while a PR and social media campaign will reinforce the message. Those getting started are invited to share their first experience of competing or volunteering by sending their stories to [newcomer@GoMotorsport.net](mailto:newcomer@GoMotorsport.net) by the end of September to become MSA Newcomer of the Year and win tickets to Wales Rally GB.

The Year of the Newcomer follows the highly successful Year of the Volunteer in 2013 and 2012's Year of the Club.



# **AUTOSPORT** INTERNATIONAL 9 - 12 JANUARY 2014, NEC

## **Governing body on hand at the NEC**

Autosport International was once again a success for the governing body, with licensing, sporting, technical and development staff on hand throughout the event at Birmingham's NEC.

The MSA stand sold racing, rallying and karting starter packs for the first time. Meanwhile the MSA Academy returned with a host of member drivers manning the BATAK reaction test; show-goers Danny Graham, Jamie Kiddell, Oliver Withington and Jay Seivenright were the top scorers on each day and win Silverstone Driving Experiences.

Ben Taylor, MSA Director of Development and Communications, said: "Autosport International is always a great way to kick off the year, allowing



## **ASI AutoSOLO a four-figure success**

Almost 1,300 people got their first taste of grassroots club motor sport with passenger rides in a Go Motorsport AutoSOLO at Autosport International.

The taster event was organised by MSA Development Manager Jess Fack and MSA Club Development Officer Richard Egger, in conjunction with a number of local motor clubs. A total of 55 drivers and 24 officials contributed to the event's success. Egger said: "This was our second Autosport International AutoSOLO, so we were able to learn from last year and make the event even more successful. Our objective was to make the point that club motor sport is accessible and affordable, and the number of people who went away saying, 'I could do this' means we achieved that objective."



## **Motor sport in the regions at Autosport International**

This year's Go Motorsport stand at Autosport International focused on local clubs and motor sport in the regions, with a range of cars on display and information on offer.

The display cars covered a range of grassroots disciplines such as navigational rallies, autocross, autotest and trials. Their owners, plus numerous other volunteers, were on hand throughout the show to answer questions and offer advice.

The MSA also produced individual flyers detailing the motor clubs, permanent venues and key contacts in each region. All 10 Go Motorsport Regional Development Officers (RDOs) were also present.

Jess Fack, MSA Development Officer, said: "Motor clubs are the backbone of the sport in this country and our aim at Autosport International was to encourage visitors to go and join their local club. I'd like to thank everyone who helped out on the stand across the four days for their hard work and enthusiasm."





## Rallying kicks off Brands season

The MGJ Engineering Brands Hatch Winter Stages kicked off a new season at the Kent venue, with Dean Thomas and co-driver Mark Burt emerging victorious after seven special stages.

The event was organised by Chelmsford Motor Club, which once again secured a full entry. The field enjoyed varied stages that made use of the Indy circuit, paddock, pit lane and rally course. With improved access for spectators with access to Paddock Hill and the rally stage, the event was well supported by spectators, marshals and competitors alike.

Tony Clements, Clerk of the Course, said: "We are pleased with how everything went and thanks must go to MSV and Jonathan Palmer for their co-operation and continuing their support of stage rallying at Brands Hatch."

Chelmsford MC organise events throughout the year and now has over 550 members, the majority of whom are active competitors, marshals and organisers.



## New starter packs on sale now

The MSA has revamped its racing, rallying and karting starter packs, which are available now from the MSA Shop.

Starter packs represent the first rung on the ladder towards an MSA Race, Rally or Kart competition licence. The packs continue to carry the licence application form and a CD version of the *MSA Yearbook*, but they now also include a new book outlining the next steps after buying a pack and what to expect on the ARDS, BARS and ARKS courses. The book also features wider information on British motor sport, covering areas such as safety, volunteering and local motor clubs.

The new racing and rallying packs cost £95 each, while the karting pack is £75. These prices now include the cost of the competitor's first competition licence and the PG licence for karting. To purchase a pack, call 01753 765000 or click here: <http://shop.msauk.org/>

## 2014 MSA Officials Seminars

The 2014 MSA Officials Seminars will be aimed primarily at unlicensed club and event officials, which include – but are not limited to – club stewards, secretaries of the meeting and unlicensed clerks of the course.

The seminars will seek to assist club development and encourage liaison with Go Motorsport's nationwide network of Regional Development Officers (RDOs). Each club may nominate up to five officials to take part. Clubs with national or regional centres are invited to nominate selected officials to each venue as appropriate.

### Day/Date and Location

#### Saturday 1 February

Central Southern (Basingstoke area)

#### Sunday 2 February

South East (Sevenoaks area)

#### Saturday 8 February

South West (Exeter area)

#### Sunday 9 February

South Wales (Cardiff area)

#### Sunday 23 February

Midlands (Telford area)

#### Saturday 1 March

North (York area)

#### Sunday 2 March

East (Huntingdon area)

#### Sunday 9 March

Scotland (Pitlochry area)

#### Saturday 15 March

Isle of Man (Douglas)

#### Sunday 16 March

North West (Runcorn area)

#### Sunday 23 March

Northern Ireland (Armagh area)

Initiation letters will be sent to all Regional Associations and MSA-registered clubs requesting their nominations to attend. It is important that attendees do not arrive on the day without prior notification.

Additional copies of the invitation letter can be requested by contacting Alan Page at [alan.page.consultant@msauk.org](mailto:alan.page.consultant@msauk.org)

## MSA completes club survey

The MSA wishes to thank all who took part in the recent club survey, which was designed to give the governing body a deeper understanding of club motor sport at the present time.

A total of 310 responses were received and the MSA is now collating the data. A summary of the survey results will be made available in due course and the responses will be used to help the MSA to plan its development activity in 2014 and beyond.



# Technical /Regulations

## IAEM X30 Regulation amendment

Please note that the IAEM X30 regulations have been amended to clarify that the exhaust end can is a mandatory item and must be fitted at all times. The updated regulations are available by clicking here: <http://www.msauk.org/uploadedfiles/karttech/2014-230.pdf>



### HRVIF

New regulations regarding the validity of the Historic Rally Vehicle Identity Form (HRVIF) are now in force and can be found in (R)49.5. in the 2014 MSA Year-book.

The HRVIF is now valid for a period of ten years from the date of issue or until the vehicle ownership changes.

The MSA has also introduced a sticker that will be issued to all cars with a valid HRVIF for Stage Rallying. A sticker will be applied to the vehicle by an Eligibility Scrutineer upon presentation of the valid HRVIF, providing that the Eligibility Scrutineer is satisfied the vehicle complies with the issued HRVIF. The individual sticker number will then be recorded on the HRVIF and the MSA notified.

## Fraudulent FIA seat homologation labels



The images show a false FIA homologation label found on a seat by a diligent scrutineer.

Sparco has held a homologation for its PRO 2000 seat under reference CS.917.98 for many years; this label bears the reference CS.917.99.

Under FIA requirements applied to homologation 8855-1999 the homologation remains valid for five years from the date of manufacture. This sort of punched label is typical of how manufacturers identified the date of manufacture. **Clearly a date of manufacture of July 2015 cannot be correct!**

The FIA changed the labelling requirements with effect from 01/01/2013 and have changed them further with effect from 01/01/2014. Seats are no longer marked with a date of manufacture, but on the same basis as harnesses with a "not valid after" date.

# FOR SALE



## VOLVO 144 HISTORIC RALLY CAR 1967

1800cc in good condition and ready to rally. It has been used regularly over the past two years by the present owners in rallies, sprints and runs and has proven to be a very reliable car.

Offers in the region of  
**£4000.**

Contact Robert Robinson: 07774761136.  
or Peter Mellor: 01543492722.



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# Inside the Industry with Paul Gilligan



## 2013 Final Scores Announced

In early January the final UK 2013 car registration figures were released. At 2.26 million units registered this was the best result since pre- credit crunch 2007. Big news was that even though BMW had a storming December to be 4<sup>th</sup> best seller behind Vauxhall, Ford, and VW, Audi beat them for the full year for the first time ever, and by a convincing 6500 units. Audi were 15% up on 2012, BM only 6% up, but Mercedes over 19% up. In 2012 Merc were 29% behind BMW, in 2013 19% behind. They are spookily on plan to overtake their fellow Germans by 2015.

Electric cars achieved just over 4000 sales of the 2.26 million, hardly a big impact yet. I may have more to say on the whole alternative fuel subject soon as I'm discussing doing some consultancy work for an outfit involved in hydrogen vehicles. The technology is all fine, the only problem is the lack of refuelling points, there are only 3 in the UK currently. However hydrogen can work well in specialist applications. One is a London bus where the fuel is carried in big cylinders on the roof and the vehicle is refuelled every night, it's working fine and no reason every single deck London bus and all the taxis shouldn't go hydrogen.

There's good news on UK car manufacturing too. In 2013 over 1.5 million cars were built in this country, over 50% up on the low of 2009. The record number is 1.92 million built here in 1972, but forecasts say this could well be beaten by 2017.

## Targets Set For 2014

With the books closed on 2013 manufacturers turn their attention to the New Year. Most forecasts are that total sales will be about the same as 2013, perhaps 1% up. Of course every manufacturer is forecasting they will take a larger share of the available volume. I was chatting to a friend the other day who heads up a motor group with a total of 7 franchises. All 7 manufacturers he represents have given him increased sales, the lowest a 10% increase, the highest over 50% up! The average is over 20%, in a market set to remain about static, maybe 1% up. Achieving these targets mean dealers get big financial bonuses, so as they strive to get to the numbers there will again be lots of bargains to be had.

## US Sales Boom Also

Whilst the UK celebrates just over 2 million sales, in the US last year cars and trucks sold totalled 15.5 million, 1.1 million higher than 2012, and 50% up on the crisis years of 2008/09. Hopes are for over 16 million sales this year. Manufacturers are investing again in both new models and new technology, with Ford planning 23 new model launches this year and Chrysler investing a billion dollars to build their new 200 family saloon.

## Land Rover Go For The Cream

One of the great UK success stories of recent years is Land Rover. Every new model introduced has proved a great success and there are still long waiting lists for Range Rover and Range Rover Sport (although I have to say I did manage immediate delivery on a Sport for one of our footballer friends this week). It wasn't for him but for his unemployed brother! The two Range Rover models and the Discovery are all made on the same production line in Solihull. Even working flat out on 3 shifts they can't keep up with the demand. To maximise profits LR have quietly dropped the cheapest versions. The Sport range starts at £51000, only that model's not being made any more, so Sports now start with the HSE at £60k. The Discovery has just been facelifted for 2014. There used to be a "Commercial" version with rear side windows blanked out and only two seats, beloved of the construction industry. Price was a bargain £30000. It's not listed for 2014. So the Disco starts at £39000 for the GS model. However although production of the 2014 models started in September of last year they haven't made a GS yet. Neither will they until at least April/May. In fact my pet LR dealer told me the other day that they might not build GS at all for the foreseeable future except for military and police, so start point is £46000 for the XS model. Only a very confident manufacturer can behave like this, although they can of course re-introduce the cheaper models in the future if demand drops a little.

## Go East Young Car

Top end cars that are around £100k in this country can cost several times that in certain Far East markets, Singapore, Malaysia, Hong Kong etc. Part of this is import duty but part is simply pricing. Therefore a niche industry has built up exporting UK cars to these countries. The margins are reportedly "huge", and the impatience of the wealthy customers such that large cars such as Mercedes S Class are being AIR-FREIGHTED to the East.

Of course the manufacturers don't like this as it upsets their overseas pricing structures, and their local importers and dealers, but it's a hard thing to stop. BMW are apparently employing people to "spot" exports at ports and airports, and those customers caught are blacklisted from future purchases. However it's a game of cat and mouse, and motor traders are pretty resourceful particularly when "huge" margins are on offer.

## Manufacturer News

- The ownership changes at Peugeot are close to approval. The main shareholders will now be the Peugeot family, the Chinese state-owned Dongfeng Motor Co, and the French Government. Peugeot lost a whopping 5 Billion Euros in 2012 so drastic action is needed. With 3 drivers in the seat seems doomed to failure, watch this space.
- The best selling car in the US is in fact a truck, the Ford F 150. Not exactly small, or light, or fuel-efficient. However now the new F 150 will be made largely from aluminium, and the entire Ford US product range will be aluminium in time. Or perhaps more accurately "aluminium"? Given that all Fords are to be World cars we'll see alloy Fords here before too long. Of course Jaguar developed their aluminium body technology whilst under Ford ownership, so the Blue Oval has the knowledge to make this work.
- Fiat are poised to take full ownership of Chrysler and become the 7<sup>th</sup> largest vehicle manufacturer in the World.
- Whilst Mercedes are determined to overhaul both BMW and Audi, VW Group have just announced they will invest over \$30 billion (that's a lot!) to overhaul BMW who still lead their German rivals Worldwide. This money will be spent between now and 2018 on new models and expanded production facilities to drive Audi volume to over 2 million cars a year.
- Audi's \$30 billion may seem a lot, but it's only part of the budget of \$115 billion that VW have set aside to overtake Toyota and GM and become the World's largest vehicle manufacturer. Of course the German's do have a history of aiming for world domination?

In the UK Vauxhall have a new Managing Director (again!). The last one promised to walk away from chasing volume via cheap fleet deals, then reversed the policy a year later. Vauxhall remain in second place in the UK, about 50000 sales behind Ford last year. Vauxhall's new boy has promised to overtake Ford by 2015 or 2016. Ford have been UK No 1 for 40 years now since they overtook British Leyland (remember them?). No way will they give this position up easily, should be a good fight to watch!

Paul Gilligan

[pg@gvcontracts.co.uk](http://pg@gvcontracts.co.uk)





# Rallye Monte-Carlo



**Sebastien Ogier**



## Sebastien Ogier kicked off the defence of his World Rally Championship title in style after winning Rallye Monte-Carlo.

The VW Motorsport driver won seven out of 15 stages to take victory by 51s from privateer Bryan Bouffier. But Ogier was forced to draw on all of his world championship-winning experience to make it to the head of the field after suffering a nightmare first day.

Running first on the road, he encountered the worst of the weather conditions and an altercation with a bridge didn't help his cause either. Partway through day one he was languishing in 9th place. However, he bounced back on day two to take what would prove to be an unassailable lead. His victory proved to be his first on the Monte Carlo stages as a World Rally Championship driver.

"It's been a tough weekend," the Frenchman said. "I had it in my mind that victory was still possible when I lost a lot of time on the first day, but I'm happy the rally is finished."

Bouffier impressed with an assured drive to second in his Ford Fiesta RS WRC. The Frenchman led the rally for seven stages but gave way to Ogier after he spun on SS9.

Citroen's Kris Meeke completed the top-three and was only 35s slower than Bouffier after 15 stages. The Briton battled with Robert Kubica early on but the pressure dropped when the ex-F1 driver crashed into a ditch on SS9.

"This rally has been so crazy," Meeke said. "If I can finish this rally with no mistakes, I think I can do it on any rally."

Mads Ostberg completed a memorable weekend for Citroen as he finished fourth, just under a minute behind Meeke, and Jari-Matti Latvala was fifth in his VW Polo.

The Finn didn't have the best of starts after stopping to change a puncture on day one, but he ended the rally well by taking maximum points on the rally-ending 'Power Stage'.

Elfyn Evans was another debutant to emerge unscathed from the perilous Rallye Monte-Carlo in sixth.

Andreas Mikkelsen was the final manufacturer finisher in seventh, while privateer Jaroslav Melicharek completed the top eight in his Ford Fiesta RS WRC.



**Bryan Bouffier**



**Elfyn Evans**



The Mrs asked if I can bring a van home from work to clear out the garage,  
"Have you seen it in there" she said, "we're going to get mice in".

"They' will be no help" I said, "they can't lift anything"

Taffy asked his wife to dress up sexy for a bit of role play, but she said she didn't feel like it.

Taffy said 'Go on, be a lamb'.

So she got up, went to the bedroom and came back wearing a nurse's outfit.

Taffy said 'What part of 'be a lamb' didn't you understand'?

I thought my Granny was going to get me a jumper for my birthday but she just gave me a card again.

My wife apologised for the first time ever today.  
She said she's sorry she ever married me.

Just bought a tomtom for my car.

Banging a drum should relieve the boredom when I'm stuck on the M6.

## 2014 WRC Calendar

	Rallye Monte Carlo	14.01. - 19.01.
	Rally Sweden	05.02. - 08.02.
	Rally Guanajuato Mexico	06.03. - 09.03.
	Vodafone Rally de Portugal	03.04. - 06.04.
	Rally Argentina	08.05. - 11.05.
	Rally d Italia Sardegna	06.06. - 08.06.
	Lotos Rally Poland	27.06. - 29.06.
	Neste Oil Rally Finland	01.08. - 03.08.
	ADAC Rallye Deutschland	22.08. - 24.08.
	Coates Hire Rally Australia	12.09. - 14.09.
	Rallye de France-Alsace	03.10. - 05.10.
	RallyRACC-Rally de Espana	24.10. - 26.10.
	Wales Rally GB	14.11. - 16.11

# RACE RETRO 2014

## Stoneleigh Park

### Saturday 22nd February



### EUROPE'S PREMIER WINTER SHOW FOR HISTORIC MOTORSPORT

Get the 2014 motorsport season off to a great start at Race Retro 2014!

Join us to pay tribute to the racing pedigree of McLaren, the rallying success of the MG Metro 6R4 and the arrival of Dragster bikes on British soil. Guest celebrities and motorsport legends will be on hand throughout the weekend ensuring enthusiasts are entertained with interviews and anecdotes from the halcyon days of racing.

Race Retro is delighted to announce that British motor racing legend Sir Stirling Moss will be returning to the Stoneleigh Park show on Saturday 22nd February as part of our McLaren tribute.

Buy Race Retro 2014 Tickets Online

Tickets can no longer get lost in the post and you can beat ticket collection queues with our print at home service, where your tickets will be securely emailed to you. Simply print them out on A4 paper with an inkjet or laser printer (colour or black and white) and present them at the show.

**Please see [support@ticketscript.co.uk](mailto:support@ticketscript.co.uk) for all ticket enquiries.**

Advance Tickets:

Adult - £20\*

Child (5-15 years) (Friday and Saturday - FOC Sunday) - £5\*

\*Plus booking fee

On the Day:

Adult - £25

Child (5-15 years) (Friday and Saturday only - FOC Sunday) £7

# ANCC

The ANCC was the very first Regional Association to be formed back in 1947.



Its area covers the Ordnance Survey Landranger Map numbers 97 to 107 the top half of 109, all 110 and 111 (but exc. map 120) and the forests on map 94.

**Next Meeting**  
**Monday April 7th**  
**8.00pm**  
**Cleckheaton Sports Club**  
**BB19 3UD**



**Next Meeting**  
**AGM**  
**Monday February 10th 2014**  
**8.00pm**

Tofts Cricket Club, Booths Hall,  
Chelford Rd., Knutsford, Cheshire, WA16 8OP  
[www.anwcc.org](http://www.anwcc.org)

## The Next SD34MSG

**Meeting**  
**Wednesday 19<sup>th</sup> March**  
**(3rd Wednesday of every other month)**  
**8-00pm,**  
**Hartwood Hall Hotel, Chorley. PR6 7AX**  
**Just off M61 at J8 : 109 / 583 181**



**GROVE HILL GARAGE**  
**M.O.T, Service & Accident repair centre**  
**015242 61782**



# ANCC Stage Rally Championship 2014

## Calendar of Events

All events count for the Overall Championship

<b>Forest Challenge</b>			
9 Feb	Riponian Stages Rally (Ripon MSC)	North Yorkshire	<a href="http://www.riponian.co.uk">www.riponian.co.uk</a>
26 Apr	Tour of Hamsterley (Stockton MC)	Hamsterley	<a href="http://www.tourofhamsterley.co.uk">www.tourofhamsterley.co.uk</a>
7 Jun	Dukeries Rally (Dukeries MC)	Sherwood	<a href="http://www.dukeries-rally.co.uk">www.dukeries-rally.co.uk</a>
13 Jul	Greystoke Stages Rally (West Cumbria MC)	Greystoke, Lake District	<a href="http://www.greystokestages.co.uk">www.greystokestages.co.uk</a>
27 Sep	Trackrod Clubman's Trophy Rally (Trackrod MC)	North Yorkshire	<a href="http://www.rallyyorkshire.co.uk">www.rallyyorkshire.co.uk</a>
2 Nov	Malton Forest Rally (Malton MC)	North Yorkshire	<a href="http://www.maltonmc.co.uk">www.maltonmc.co.uk</a>
6 Dec	Grizedale Stages Rally (Furness DMC)	Grizedale, Lake District	<a href="http://www.grizedalestages.co.uk">www.grizedalestages.co.uk</a>

<b>Tarmacadam Challenge</b>			
19 Jan	Jack Frost Stages (Darlington DMC)	Croft	<a href="http://www.darlington-motor-club.org.uk">www.darlington-motor-club.org.uk</a>
7/8 Feb	North West Stages Rally (Motor Sport NW)	Blackpool	<a href="http://www.nwstages.co.uk">www.nwstages.co.uk</a>
16 Mar	Lee Holland Stages Rally (Pendle MC)	Anglesey	<a href="http://www.pendledistrictmc.co.uk">www.pendledistrictmc.co.uk</a>
6 Apr	Alan Healy Memorial Rally (Border MC Lincs)	Cadwell Park	<a href="http://www.bordermotorclub.co.uk">www.bordermotorclub.co.uk</a>
20/21 Jun	Rally of the Midlands (Streetly MC)	Nuneaton	<a href="http://www.rallyofthemidlands.co.uk">www.rallyofthemidlands.co.uk</a>
21 Sep	Pendragon Stages Rally (Kirkby Lonsdale MC)	Warcop	<a href="http://www.pendragonstages.co.uk">www.pendragonstages.co.uk</a>
9 Nov	Cheviot Keith Knox Rally (Whickham DMC & Hadrian MSC)	Otterburn	<a href="http://www.cheviotstages.co.uk">www.cheviotstages.co.uk</a>

<b>Multi-Use Challenge</b>			
23 Mar	SMC Stages (Stockport MC)	Weeton	<a href="http://www.smcstages.co.uk">www.smcstages.co.uk</a>
11 May	John Overend Memorial Rally (North Humberside MC)	Melbourne	<a href="http://www.northhumbersidemotorclub.co.uk">www.northhumbersidemotorclub.co.uk</a>
25 May	Twyford Wood Stages (Mid Derbyshire MC)	Twyford Wood	<a href="http://www.mid-derbyshiremc.co.uk">www.mid-derbyshiremc.co.uk</a>
3 Aug	Jane Cowling Memorial Phoenix Stages Rally (Eastwood MC)	Fulbeck	<a href="http://www.eastwoodmotorclub.co.uk">www.eastwoodmotorclub.co.uk</a>
17 Aug	Centenary Stages (Sheffield & Hallamshire MC)	Barkston Heath	<a href="http://www.sheffieldandhallamshiremc.co.uk">www.sheffieldandhallamshiremc.co.uk</a>
12 Oct	Adgespeed Stages (Wigan & District MC)	Three Sisters	<a href="http://www.wiganmotorclub.org.uk">www.wiganmotorclub.org.uk</a>
22 Nov	Hall Trophy Rally (Clitheroe DMC)	Blyton	<a href="http://www.cdmconline.co.uk">www.cdmconline.co.uk</a>

## **Goodwood Moving Motor Show**

**Thursday 26 June 2014**

**Goodwood Estate, West Sussex**

This is an opportunity to see upcoming models from your favourite manufacturers. It takes place as part of the Festival of Speed at Goodwood in West Sussex, and offers its guests the chance to drive their favourite cars on a dedicated test track.

This year is bound to include vehicles from today's top manufacturers, and it's the perfect introduction to Goodwood's Festival of Speed.

## **Carfest North 2014**

**Friday 1st – Sunday 3rd August**

**Oulton Park, Cheshire**

For years car enthusiasts have been crying out for a dedicated festival, solely for automobile lovers. Well thanks to the ingenuity of one of Britain's most well-known broadcasters, Chris Evans, there is now such an event. Growing in popularity over the last few years Car-Fest North features cars, live music, good food, activities for kids, and a whole lot of fun, all in aid of Children In Need. So if it's a carnival atmosphere you want, look no further than Car Fest.

## **TRAX 2014Trax**

**Sunday 7th September**

**Silverstone Circuit, Northamptonshire**

If you love your performance cars, this is the fest for you. Taking place at the legendary Silverstone tracks, this is a chance to get up close with some incredibly performance motors, as well as enjoy mind-blowing displays – from drifting to motorbike shows

## **Classic Motor Show**

**Friday 14 November**

**to Sunday 16 November**

**The NEC, Birmingham**

This exhibition features over 1,500 autos from a huge number of manufacturers, all of them classics in their own right. This is a huge event which attracts thousands of guests every year, and it's the perfect place to meet other enthusiasts. The exhibition also includes an auction, a live stage, and a restoration theatre – so there's really plenty to keep you occupied for the whole weekend.

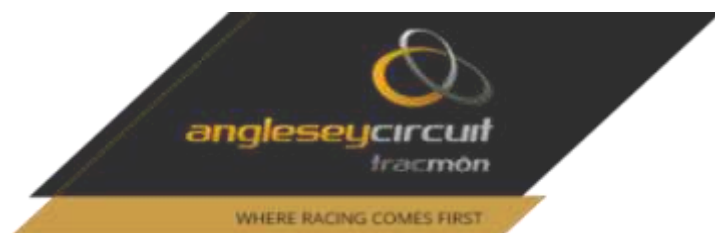


**P&DMC + G&PMC**

## **Lee Holland Stages**

**Ty Croes, Anglesey**

**16<sup>th</sup> March**



I'm seeking as many marshals as possible for the Lee Holland Rally to be held on 16th March at Anglesey Circuit.

**If you want a great day out, seeing plenty of action (and the beautiful North Wales coast)**

**can you please contact me asap at**

**p.n.wright@btinternet.com**

**or phone 01706 223671 or 07831 740450**

Many thanks

**Peter Wright**

PDMC Chief Marshal



## **BSSMC**

## **ROSKIRK STAGES RALLY**

***A round of the 6R4.com Three Sisters Rally Challenge***

**2ND MARCH**

**THREE SISTERS CIRCUIT, ASHTON IN MAKERFIELD.**

This year's event will follow a similar format to previous years, with 12 stages on this 'sealed surface' venue covering approximately 26 stage miles.

In addition to the Roskirk Stages, we are also running the Roskirk F1000 Junior Stages as a separate rally following the main event. The combined entry between the 2 rallies will be 65 cars so please make sure you enter in plenty of time in order to guarantee a run. Once again our online entry system together with detail of entries received will be available on our website : **www.bssmc.com**



**Port Talbot Motor Club Ltd**

## **TOUR of EPYNT**

**Sunday 9th March**

The opening round of the 2014 REIS MSA Asphalt Rally Championship.

This year's rally will also form part of the 2014 Steve Harkness Competition Tyres Welsh National Tarmacadam Championship & the 2014 King of Epynt Championship.

For 2014 the event is based at the Castle Hotel in Llandovery. The route will consist of approximately 80 special stage miles over 7 stages, with one central Service Area. The event will Start on the Epynt Ranges & Finish at the Castle Hotel Llandovery, where the awards ceremony will take place.

Despite continued cost increases we have kept the entry fee down to the 2013 price.

We look forward to welcoming both old and new competitors to the event and we would like to wish everybody a successful and enjoyable and safe day's rallying.

**Regs : [www.ptmconline.com](http://www.ptmconline.com)**

## **Clitheroe & DMC Jack Neal Memorial Rally 22nd February 2014**



**The Hall Trophy Rally is a Round of the following Championships**

**The Roadrunner Phoenix Awards ANEMCC Stage Rally Championship 2014**

**ANCC 2014 Stage Rally Championship**

**SD34MSG 2014 Inter Club League**

**Sd34MSG 2014 Stage Rally Championship**

**Regs available at [www.cdmconline.com](http://www.cdmconline.com)**

**Blyton Park,  
Old Blyton Airfield,  
Kirtton Road,  
Blyton,  
Gainsborough DN21 3PE**



**North Wales Car Club**

## **Winter Challenge**

**18/19<sup>th</sup> January**

**WAS POSTPONED**

Unfortunately, it is with great regret that we have had to make an incredibly difficult decision to re-schedule the event to the

**12th / 13th April 2014.**

The decision has not come lightly but is due to a number of circumstances beyond our control which as organisers, we feel will affect the enjoyment of the competitor. We have now lost 3 key sections of the route due to the recent bad weather and subsidence. In addition to this we have not received the number of entries that we were hoping for and although this is not the main reason, again this has been a contributing factor. We hope by moving the event to April, the weather will be better and we hope that we'll have a healthier entry list, so we can deliver a top quality event for your enjoyment.

**Newtown and District Motor Club**



## **Viking Motor Sport Mid Wales Stages**

**Sunday 2nd March**

In a change for 2014, scrutineering will be on the Dyfryn 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](http://www.newtown-mc.co.uk)**

**With 55 miles of competitive stages we need a small army of volunteers, and particularly in the form of Radio Crews, Marshals and timing crews. If you can help out please e-mail Gary Mitchell [gary@cwmharryfood.co.uk](mailto:gary@cwmharryfood.co.uk) or Alan Yapp (chief marshal) on [b.yapp007@btinternet.com](mailto:b.yapp007@btinternet.com) any help would be gratefully appreciated.**

**Many thanks, in anticipation  
GARY**

## **Regulations for the 2014 6R4.com Three Sisters Rally Challenge**

can be found at [www.wiganmotorclub.org.uk](http://www.wiganmotorclub.org.uk) This free to enter Challenge has £550.00 in prize money to be won, class cash awards and overall Challenge cash awards, you just need to enter the three rallies.

The first round of The 6R4.com Three Sisters Rally Challenge 2014 is The Roskirk Stages organised by Blackpool South Shore Motor Club, regulations and online entry forms can be downloaded now at [www.bssmc.com](http://www.bssmc.com)

The Roskirk Stages, The Cetus Stages and The Adgespeed Stages are all staged at The Three Sisters Race Circuit, Ashton In Makerfield, Wigan, Lancashire. The Cetus Stages and The Adgespeed Stages are organised by Wigan & District Motor Club.

# 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 Ryemoor Trophy Rally

**Winner best ANCC road rally 2012**

**22nd/23rd February 2014**

**Regs from club website**

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

Ryemoor Entries Secretary

Linda Harper

The Romer

Sutton Road

Wigginton

York, YO32 2RB

Tel: 01904 760050 - not after 9pm please

If you would like to marshal please contact our Event Chief Marshal Dave Cobley on 01904 761520 / 07968

**SGC Printing Nat. B Harry Flatters**

**and**

**Nat. A Harry Flatters Historic Rallies**

**Brecon Motor Club**

**Sunday July 27th**

**will run to the similar format of previous successful years.** The National A historic event will be part of the 2014 Mintex British Historic Rally Championship and the Dennis Motorsport Welsh Historic Championship.

The National B event will be part of The Steve Harkness Competition Tyres Welsh - National Tarmacadam Championship 2014 and the King of Epynt 2014.

Around 80 stage miles will be on offer with centralised servicing. A pre event recce available and Patterson's will be able to provide notes. The event will be based in the town of Brecon.

As usual we aim to run a competitor friendly event with officialdom kept to a minimum. We are extremely keen to promote the rally to new crews and will be happy to answer any questions or queries in the months before.

Regulations will be available in June and will appear on our website at <http://www.breconmotorclub.co.uk>

**Lincoln MC & CC**

## M G Raw Bruce Robinson Rally

**1st/2nd Feb 2014.**

This year the route will use approx. 140 miles of the best Lincolnshire lanes on maps **121 and 122**, including around 15 miles of good quality whites, some of which will be run as special tests. We aim to provide a well organised, exciting and exhilarating rally for all ranges of crews, whether expert or novice. Returning competitors can expect a similar format to the past few years.

As last year the event will start and finish from the George Inn at Langworth, where a welcome breakfast will be provided along with results and the awards presentation. This year's event will once again be supported by M & H photography.

We will once again be using 'plot and bash' style route instructions. These instructions, will comply fully with EMAMC guidelines. In conjunction with this we will use a number of Special Tests, these will be simple and straightforward to complete with no reversing element required. The route on the tests will be defined by comprehensive diagrams.

Regs on club website [www.lincolnmotorsport.co.uk](http://www.lincolnmotorsport.co.uk)





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

## Brecon Motor Club The Gremlin Rally

1st/2nd March 2014.

This Road Event will be the third round of the WAMC Road Rally Championship for 2014 with kind sponsorship again from our long standing supporter Mr Brian Dennis and his son Tim of The Old Forge Garage Llanigon and Dennis Motorsport.

The event will start at The Brecon Beacons National Park Visitors Centre (aka Mountain Centre). We have prepared a challenging 125 Mile route on metalled and un-metalled roads on map 160 and 161

Entry form and regulations will be made available on the Brecon Motor Club website soon

([www.breconmotorclub.co.uk](http://www.breconmotorclub.co.uk)) along with the clubs Facebook Page (<https://www.facebook.com/groups/180067488752192/>) and on this thread on this forum.

Please feel free to email me personally at [ocsiddjay@aol.com](mailto:ocsiddjay@aol.com).

Mark Weller & Craig Jones (Joint Clerk of the Course)

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](http://www.tourofhamsterley.co.uk)

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

Centred 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

## 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 Rally-school 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.

## 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](http://www.redkitestages.co.uk)

## 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](http://www.ldmc.org.uk)

Any questions please feel free to email us at [brocaron@ldmc.org.uk](mailto:brocaron@ldmc.org.uk)

## Owen Motoring Club AGBO Stages Rally 23<sup>rd</sup> March

Just to let you all know the event date is confirmed as Sunday 23rd March 2014 and is confirmed as the first round of the AWMHC Heart of England Championship. A few changes for this year are as follows:

REGS will not be released until Saturday 18th January 2014. There will be system for online payment but NOT online entry. Emailed entry forms will not be accepted, post only.

For 2014 there will be no places saved for any championship contender. Entries will be confirmed on a first come first served basis. In light of this, prospective championship contenders should make their entries ASAP and then register for the championship anytime up to the day of the event.

Any questions, email [agbostagesrally@hotmail.co.uk](mailto:agbostagesrally@hotmail.co.uk)

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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](http://www.bathmotorclub.co.uk)

or via email to [secretary@festivalrally.co.uk](mailto:secretary@festivalrally.co.uk)

## 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](http://www.riponmotorsportclub.co.uk/riponian-stages-rally)

## Midland Manor Motor Club 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 Half-way 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](http://www.severnvalleynational.co.uk)

## DOES YOUR EVENT REQUIRE RADIO SAFETY CREWS

contact

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*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 discount against your next van or car.*

**Matt Kiziuk**

## Duncan Littler

2 Pendref, Dwyran, Anglesey, Gwynedd. LL61 6YL

**Tel:01248 430015**

**Mob:07740 179619**

**e-mail: [postmaster@dtlittler.f9.co.uk](mailto:postmaster@dtlittler.f9.co.uk)**

# Malcolm Wilson Rally

## 8<sup>th</sup> March 2014

Welcome to the 39th Malcolm Wilson Rally. Once again we will provide a forest stage event in the beautiful Lake District, starting from the friendly town of Cockermouth with documentation & scrutineering taking place in the M-Sport complex. It will be organised by the same experienced team who have been involved for many years. The event has easy access via the M6 motorway & good A roads so come on up! The route has been tweaked a little to provide the maximum challenge with single usage of Forestry Commission roads & the longest stages available (over 6 miles average length).

We are keeping up with modern trends by making regulations and entries available online with payment on PayPal if desired so that you can spread the cost on your credit cards, or use two cheques if that makes life easier.

**Regs :** <http://www.malcolmwilson.co.uk/>

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## Chelmsford & DMC

# The XPart Rally

## 15th February 2014

# POSTPONED

It is with great disappointment that we have had to postpone the 2014 XPart rally.

Like much of the UK, the area has been subjected to an unprecedented amount of rain water and many of our landowners who have supported this event from the outset have expressed concern regarding damage to tracks due to how much water is present.

We have worked tirelessly over the last two weeks to try and resolve this situation but with yet more rain falling since the weekend it has left us with no choice but to issue this statement.

The XPart landowners are still willing and keen to continue to support the event and have helped us in many reroutes and in one notable case trying to roll and drain some of the worst of the water away! It is through their goodwill that we use their land and many have acknowledged that we have taken this tough decision in order that we will be allowed to return.

The hotel has been advised of the decision and those of you that have booked the hotel must cancel their booking now.

Plans are afoot to move the date to later in the year when hopefully the weather will be kinder to our ventures, of course you will all be informed as soon as a date can be agreed with the Championship and our landowners.

We cannot express our apologies enough to those that have entered and also to those who have pledged their support to assist in the event either in the lead up to and on the day but please understand the difficult decision we have been forced to make.

We will obviously make a full refund of entry fees to those that have paid and we ask for your continued support for the new date for the 2014 XPart rally. Cheques have not been banked, and will be destroyed. PayPal payments will be refunded directly, and those who paid by bank transfer will be sent a cheque.

## Cork Motor Club

# Quality Hotels West Cork Rally

## 15th & 16th March

The Cork Motor Club organised Quality Hotels West Cork Rally takes place for the 36th time on the 15th & 16th March, St. Patrick's Weekend.

The popular Clonakilty based event always attracts a large entry and interest has increased with the release of The West Cork Rally – A History, a book which chronicles the rally since it began in 1977. For the first time the rally is part of the 2014 Clonakilty Blackpudding Irish Tarmac Modified Championship which gives the event a welcome boost and will be the second round in this series after Galway.

The Quality Hotel is again the rally headquarters and Martin Godfrey is Clerk of the Course for the third year in a row. As always the event will offer great value for money with the entry fee set at €599 for two days rallying over 13 stages and over 120 stage miles.

Servicing is centralised in Darrara Agricultural College for both days and road mileage as always is extremely low.

The only major change from last year's event is that the rally will revert back to an earlier start on the first day as the 2pm start in 2013 was considered by some competitors to be very late.

The event will still conclude early on the Sunday with the first car due at the finish ramp at approximately 3.15pm. This will allow any competitors who need to travel home a long distance or take a ferry to the UK to be able to achieve this at a reasonable hour.

There will as always be a Historic Rally with the entry fee reduced to €380 and Junior Rally with the entry fee also reduced to €299 both of which represent excellent value for money.

The Historic Rally will begin after stage 3 on the first day, while the Junior Rally will run on all of Sunday's stages which include classic tests such as Ardfield, Glandore and Sam's Cross.

The marshal's incentive for the Junior Rally will remain in place whereby if both crew members marshal on the first day, they will receive a €100 refund of their entry fee which would give them a full days rallying for only €199. Information on accommodation may be sourced by contacting the Quality Hotel on 023 8836400 (00 353 23 8836400 from the UK) or by logging onto their website at [www.qualityclonakiltyhotel.com](http://www.qualityclonakiltyhotel.com).

Regulations for the event should be available to download shortly from [www.corkmotorclub.com](http://www.corkmotorclub.com) or [www.westcorkrally.com](http://www.westcorkrally.com).

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## Highland Car Club

# Arnold Clark Thistle Hotel Snowman

## February 22nd

Highland Car Club are pleased to announce that entries are now being accepted for the Arnold Clark Thistle Hotel Snowman Rally 2014.

As an incentive to enter early, no payment will be taken until after the closing date for entries.

We look forward to seeing you all in February.

[www.snowmanrally.co.uk/SnowManRally/Home.aspx](http://www.snowmanrally.co.uk/SnowManRally/Home.aspx)



# Acknowledgements

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

Steve Butler	Road Rally
Chris Woodcock	Stage Rally
Les Fragle	League
Alan Shaw	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,**  
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Arron + Stuart + Lynn Newby of TEGSport,	

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 March edition is Wednesday the 26th February which is due out on**

**Friday 28th February**

**PLEASE Email Reports etc. to**

Maurice Ellison at : [sd34news@gmail.com](mailto:sd34news@gmail.com)

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



## Clitheroe & DMC Primrose Trophy Rally

**April 26 / 27th**

Clitheroe & DMC will promote a Nat B Road Rally on the 26th / 27th of April 2014

**Approx 120 Miles on O/S maps 98 & 103**

Start and finish at the Services J4 M65

Regs will be available soon on line at the CDMC Website [www.cdmconline.com](http://www.cdmconline.com)

