

April 2014



Steve Entwistle / Bob Hargeaves : Photo Neil Johnson



www.sd34msg.org.uk



Motor Sport Group

Chairmans Chat

After a busy couple of months of rallies and non race/rally events April will be a bit quieter until the Primrose Trophy Rally at the end of the month. All the compilers are keeping everyone up to date with the current positions and even though several rounds of the championship s have been run there's still time to register for one or more of the championships as you don't need to do all the rounds, the maximum is eight rounds and there are many more rounds than that available.

Regrettably due to personal circumstances I was not able to attend the Presentation Evening recently but I'm sure it was a great success and congratulations to all the award winners and thanks again to our special guests.

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

Note

Poor old Les has had to endure a brief spell in hospital, so I told him that I would write this bit for him if he was not let out in time but he had better be aware that it could result in me upsetting everyone and him having a month of writing letters of apology. Looks like my threat worked!

Maurice

Lookers Citroen in Preston



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(Details of Member Clubs of Motorsport (NW) on pg 4)

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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



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



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



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



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com

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

ADVERTISING in the 'SPOTLIGHT'

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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All advertising revenue helps to fund SD34MSG
Contact either Les Fragle, Maurice Ellison or Steve
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News, Views, Reviews, Club Profiles, Events,
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Send to : Maurice Ellison

sd34news@gmail.com 07788-723721

WALLASEY MC



The Club Meets at 9-00pm
Every Monday at
Port Sunlight Village Social Club,

Round 1 – Nav Scatter Rally Championship 24th February 2014

This years Nav scatter rally championship got off to a flying start last week with the first event being held on the Wirral. Organised by Tony King and Lorraine Taylor, they saw an optimistic turnout of 8 crews wanting to take part – some hardened crews, including last years champions, to a first time crew! The event started at J5, just off the M53, and finished at the usual club venue.

Happily, all plots were visited during the evening, and the result was close at the top!!

Po s	Crew	Plot	Point	Cham- Points*
1	Gary Marriott / Neil Evans	14	1700	15
2	Carl Bennett / Stuart MacMaster	13	1625	14
3	Andy Macdonald / Joe Burgess	13	1565	13
4	Neill Cousins / Stephen Turner	12	1440	12
5	Jon Chamberlain / Nigel Harwood	10	1275	11
6	Graham Williams / Jerry Lucas	10	1225	10
7	Paul Evans / Susan Wright	10	1100	9
8	Karen Watson / Alan Smith	7	625	8

Lancashire A.C. Diary Dates



April

Wed 23rd April : 8pm

**An Evening with Stuart Turner
In Aid of 'Help Woody'**

Whalley Golf Club See page 7 for more details

Sun 27th - St George's Day Rally

(Mitton Hall, Whalley and the Ribble Valley)

May

Sat 17th - The Fellsman Classic

(Mitton Hall, Whalley and Lancashire and ...)

June

Sun 8th - The 52nd Annual Manchester to

Blackpool Car Run

(Manchester, Chorley, Preston and Blackpool)

July

**Sat 12th - The 22nd Annual Coast to Coast Classic
Tour (Morecambe to Scarborough).**

August

Sun 3rd - Three Sisters National B Sprint

(Three Sisters Circuit, Wigan)

September

13th to 16th - Wales Rally GB

(Cardiff and South Wales).

**Fri 19th to Sun 21st - The Highland 3-Day Classic
Tour (The Majestic Scottish Highlands!)**

December

Date to be confirmed - Christmas Supper and Get Together.

Lancashire & Cheshire CC



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

April

6/7th

Passion for Power - Event City Motor Show

11th

Speed Master Class – Advice on Sprinting

May

9th

Grahams Quiz Night

June

13th

Noggin'n'natter

July

11th

Down Route 66

14th

Treasure Hunt (Sunday)

September

12th

Indoor Autotest

October

10th

Transters Teasers (Quiz)

November

14th

Guest Speaker (TBA)

December

12th

AGM & Social



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

What's On at CDMC

Tuesday 1st April
John Hargreaves

Tuesday 8th April
Committee Night

Tuesday 15th April
Tony Mason
 1976 Lombard RAC Rally Winner
 Ex Top Gear Presenter
 Ex Motoring News Reporter

Tuesday 22nd April
Navigation Class
 Tulips, Spot Heights,
 Map Features & Herringbones
Map 103

Tuesday 29th April
Inter-Club Quiz

Tuesday 6th May
Chris Ellison
 Motorsport Photography Competition,
 Critique, Advice Tips and
 Stories See page 35 more detail

Tuesday 14th May
Committee Night

Tuesday 20th May
Ian Tullie
 Ian Tullie works for MSport and is a
 Navigator of extraordinary talent who
 has won nearly everything

Tuesday 28th May
Table Top
Map 102

March 2014 Clubnights

Tuesday 4th March
The Month in Review

Dave 'Ticker' Whittaker did the Ryemore with Andy Pullen from Ilkley & DMC sat in the hotseat. Andy had never done a Road Rally before but had navigated on Classic events so the plot & bash navigation was not a surprise to him. Daves usual car was not going to be ready in time so Dave opted to take his Honda Civic Type R out for the spin. Andy proved to be a good choice of nav and the crew only had two wrong slots all night - both of those down to Ticker misunderstanding Andys instruction to 'miss one on right' as turn right, soon corrected. Dropped 7 minutes down one white where Dave was struggling to keep the car pointed in the right direction but that was the only time dropped all night! 6th O/A and leading the SD34 RR Championship.

Tony Vart was out on the Mid Wales Stages with Dave Hopkins in the little Sunbeam. This time things didn't go as well as on the Red Kite. Loads of wheelspin on the uphill 'Pikes Peak stage' and it was troublesome keeping it in a straight line. Sweet Lamb was like the Somme. Tony is getting his head round the notes now and is starting to feel more confident in his calling of bends however on SS4 they lost it on a flat over crest into a kink - got away with it - Tony blames the notes (his excuse & sticking to it). Next event Hamsterly. The car should have some improved suspension by then.

Steve Butler & Paul Buckle were out on the Ryemore. They had a very long wrongslot venturing some 3 miles on the wrong road and then having to turn around. Some brilliant whites were used.

Jez Turner spent Friday afternoon and all day Saturday at Blyton for the Jack Neal Stages and then marshalled Saturday night on the Ryemoor where at one control he had to placate a very drunken farmer (who was walking home from the pub). The farmer was, at first, a little irate but after chattering to Jez for a while calmed down and did a bit of spectating and kept Jez company. Jezs next outing - Ilkley & DMCs 12 Car sat in with Ian Mitchell.

Tuesday 18th March Quiz Night



Chris Woodcock put on a quiz night that included questions on Motorsport, General Knowledge, Trivia & Music. Members were divide into teams of three and some 60 questions were set. Overall (& also winners of every section) comprised Steve Lewis, Tony Vart & Steve Butler.

Tuesday 25th March : Scatter Rally

Chris Woodcock took over the duties of Clerk of Course when Steve Hudson went to work down in London. The event started at the Brockhall Arms at Catterall and finished at the Windmill at Mellor. The whole of the event taking place on map 102. Six crews started and although everyone got to the end (one way or another) there were only 5 finishers as Team 'Laurel & Hardy' (AKA Andy Hargreaves & Terry Martin) broke a driveshaft on their way to the second Clue. 4th Place went to Team 'Red Zed' (Eddie & Steve Brocklebank) who opted for the shorter route through Preston rather than using the M6 and incurred a large amount of 'lateness' Penalties. They then had to dash from the finish as Eddie had school in the morning. Coming in third was '2 Blind Mice' (Sam & John Hargreaves) using this event as a shakedown. Second spot was taken by '2 Square Pegs' Matt Kiziuk/ Maurice Ellison) in the completely standard, diesel powered CS4. First overall and worthy winners having missed just one clue and dropped no time were 'Team Tin Tin' (Matt Worden & Michael Johnson) in the Renault Sport. Thanks to Chris for another good night out.



Lancashire Automobile Club

An Evening with **STUART TURNER**

Wednesday 23rd April 2014 @ 8pm prompt

At Whalley Golf Club

In aid of the 'Help Woody Fund'

(Not Mike Wood, but his son Chris)

Some of you may know Chris from his days as a professional rally co-driver and may also know he is the son of long-term member of the LAC, Mike Wood. Probably many of you know of Chris's present condition, but if you do not here is the situation. Following a small fall from his mountain bike a few days before Christmas 2012 he sustained serious spinal injuries and is now a tetraplegic, paralysed from the neck down with minimal arm movement. After nearly a year in hospital, Chris is in a new home looking at a full time career. However, he needs some special equipment to improve his day-to-day life and improve his future prospects.

The 'Help Woody' campaign, which began in early February, reached £10,000 in the first week with support from the likes of Prodrive, Chris Evans (BBC2 disc jockey), Jason Plato (Several times BTCC Champion) and Chris Meeke (Current WRC Works Citroen driver). This shows the affection in which Chris is held.

Stuart Turner is a long time friend of Chris's father Mike and indeed a friend of the LAC and has offered his services to give one of his talks on some of his past experiences in Motor Sport, entitled 'An Evening with 'STUART TURNER'. This promises to be a wonderful evening and not one to miss.

Any excess proceeds from the evening, will go towards the 'Help Woody Fund'

Stuart Turner has had a lifelong interest in motor sport and has competed as co-driver on most major International rallies:-

- **Champion navigator for the first two years of the British Rally Championship and winner of the 'Autosport Award' as BTRDA Gold Star navigator for 3 years.**
- **Co-drove in factory cars for Austin Healey, Auto Union, MG, Mercedes, Saab and Triumph.**
- **Competed on major events like the Mille Miglia and the Monte Carlo, Alpine, Liege and Tulip rallies.**
- **Won the 1960 RAC Rally with Erik Carlsson in a Saab.**

He became Sports Editor of "Motoring News" then Competition Manager for BMC, managing the rally team when the Mini Cooper's were winning Monte Carlo Rallies in the 60's.

Two years at Castrol as Publicity Manager, he then joined Ford of Britain as Competitions Manager when the Escort was supreme, guiding the team to wins on the Safari and London-to-Mexico rallies and many others. He also ran the Advanced Vehicle Operations (AVO) factory making Escort Mexico's and RS2000s. A spell as Director of Public Affairs at Ford of Britain before moving back into motorsport as Director of Motorsport for Ford of Europe, where Ford introduced the RS200, Sierra Cosworth and Escort Cosworth. Under his leadership, Ford took both World and European Championships.

Author of over twenty books on motor sport and business including The Public Speaker's Bible. Stuart is one of the funniest after dinner speakers in the country and a winner of a Benedictine After Dinner Speaker of the Year award.. "Autosport" magazine stated that; "Stuart Turner's addresses are unsurpassed."

Currently Chief Executive of the Motorsport Safety Fund, a charity producing films and publications to help keep the sport safe.

It is worth noting that Stuart has waived his fee and expenses for the evening

It is anticipated that the evening will be a sell out very quickly and as space is limited it would be advisable to fill in the booking form and send it off with your payment as soon as possible.

Ticket price including buffet supper £15 per person



Manx Auto Sport Club

Collister's back on track

Multiple former Manx champions Jess and Graham Collister (Vauxhall Nova) ended a 15 month winless streak to take victory on the second round of the Isle of Man Navigational Championship, **Manx Auto Sport's 87 Rally**.

The father and daughter team were one of only two crews to make it to the finish fail-free after a night of very testing navigational instructions. That became apparent immediately on the opening 15-mile regularity section at Port So-derick, Oatlands, the Pound track near Santon, Chib-banagh plantation, the Ballacotch track and Garth. By the Crosby finish only three expert crews had avoided picking up at least one fail, with newcomer driver Will Heavey, more usually suited to the stockcar arena, guided by Adam Yates (BMW 325) to a shock early 83 second lead over Neil Dalrymple/Alan Teare (Renault Clio) and the Collister's in third.

Championship leaders Kyle Collister/Daniel Colley (Ford Puma), the January Rally winners, missed a passage control on the Newtown white as did two of the event favourites, reigning champions Matt Bettridge/Ian Postlethwaite (VW Golf) and Stephen Luton/Janet Craine (BMW 316). The leading positions remained unchanged following a short run from Bluebell Lane to Strang. Next up however was a long 20-mile section from Ballaoates to Ballagyr lane at Peel via East Baldwin, St Lukes, the climb of Injereck, Brandywell Cottage, Little London, Staarvey and the Switchback, including testing instructions on the Brandywell road and at Poortown. It caused two lead changes. Heavey/Yates incurred a fail by picking up codeboards out of sequence on the Brandywell Road, dropping them to sixth, handing the advantage to Dalrymple/Teare until they crucially dropped 80 seconds at the final time control of the section, whilst the Collister's arrived almost on time, just a single second off the schedule, to snatch a lead at halfway that they wouldn't surrender.

To underline the point the Nova crew then set the best performance on the first two sections after the re-start at St Johns, firstly up Glenneedle and over The Garey, and then the main regularity of the night, a 31-mile run from Dalby to the Sloc, South Barrule, Ronague, Whiskey Run track, Grenaby, The Gate and concluding at St Marks. Many crews incurred large penalties here, in particular those visiting an off-road car park near Round Table on the wrong loop, which included Luton/Craine, Collister/Colley and Heavey/Yates, while Martyn Jones/Martin Burns (Vauxhall Corsa) suffered a broken engine mount and cut route to ensure a finish. Bettridge/Postlethwaite finished on a high, best on the final section at Ballakew, Oatlands and Chibbanagh to finish third behind the two 'clean' crews, the Collister's and Dalrymple/Teare. Collister/Colley claimed fourth ahead of Luton/Craine, with Heavey sixth. One of the performances of the night came in the non-experts class, as Stephen Bettridge and Andrew Cowley, making his debut on the maps, guided their Vauxhall Corsa to victory, grabbing the lead on that long penultimate regularity after no fewer than three other crews had led the class during the event.

January Rally class winners Neil Taggart/James Hampton (Ford Puma) took second having been the early pace-setters, whilst Andrew Holmes and 12-year old Katie Fox (Vauxhall Astra) led during the middle of the night, ultimately finishing in third.

The third round of the Isle of Man Navigational Championship is Druidale Motor Club's March Rally on 22nd March.

Chris Boyde : Isle of Man Championship Secretary



WARRINGTON & DMC



Meet Every Monday

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

28th April : Scatter Rally
12th May : Scatter Rally
29th June : Enville Stages Rally

Bolton-le-Moors MC



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

April 3 : DVDs
April 10 : Playstation/Scalextric
April 17 : Marshals Meeting
April 24 : April Committee Meeting
May 1 : Tabletop Rally/Quiz
May 8 : Indoor Autotest/Sprint



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



Due to the unavailability of the conference centre at the Norbreck Hotel North West Stages chief marshal Ken Wilkinson made the presentation of the marshal prize to Matthew Turner in the peeing rain at Weeton whilst setting up the stages for the Stockport 061 Motor Club Merrills Motor Services Stage Rally. On receiving his prize Matthew said " he was honoured to receive his prize and how much do you think it will fetch on ebay."



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

THE CETUS STAGES



Three Sisters Race Circuit, Wigan.
Saturday 17th. May 2014.

£160:00.

Mileage: 28 Miles.

Number of Stages: 12.

Surface: All sealed tarmac.

Championships:

- 1 The ANWCC Stage Rally Championship 2014.
- 2 The ANWCC All-rounders Championship 2014.
- 3 The ANWCC Ladies Rally Championship 2014.
- 4 The 6R4.com Three Sisters Stage Rally Challenge 2014.
- 5 The SD34MSG Inter Club League 2014 supported by Gazzard Accounts.
- 6 The SD34MSG Stage Rally Championship 2014 supported by Gazzard Accounts.

Send your entries to :

The Entries Secretary, Helen Fox,
Telephone 07960 964069

between the hours of 19:00 – 21:00.

Marshal's wanted please Contact

Sue Roberts Chief Marshal
Telephone 07909 813002.

Regulations & Entry Forms can be downloaded at:-

www.wiganmotorclub.org.uk

Closing date for entries:

Thursday 15th. May 2014.

Garstang & Preston MC

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



Malc Graham and Charlie Woodward In the Hotseats

Legendary baker and hotshoe Malc Graham and his longtime rallying sidekick Charlie Woodward will be special guests at an evening of fun and rallying anecdotes on

Tuesday April 8th.

Anybody is welcome to come along from other motor clubs across the North West. Admission is free and a laugh is guaranteed as Malc regales the audience with tales of mayhem, mishap and glory from the lanes in his unmistakable, inimitable style.

Charlie will also weigh in with a few memories and prompts – but don't expect them not to fall out about certain memories along the way!

The venue is Fulwood's Lonsdale Club and with cheap beer on tap, an entertaining night is guaranteed.

Table Top Rally March 25

Ian Farnworth organised a table top rally using Map 102 at this club night, which was well attended, with five crews braving his cunning route. Penalties of fails were applied for junctions missed when wrong-slotting or diverting off the correct route, and time penalties were also applied for booking in early or late.

Winners at a canter were Myles Gleave and Jem Dale, who clocked up seven minutes of lateness but accrued no fails.

In second place and showing great promise as a crew were soon-to-be-married Andy Bennett and his fiancé Jade. They accrued four fails and 47 minutes of time penalties.

In third place were G & P chairman Steve Kenyon and new member Dean, with 14 minutes of time penalties and six fails, while club stalwarts Dave Nolan and Jason Bleakley finished a fighting fourth with 66 minutes of time penalties and nine fails. A great effort, with Jason trying his socks off at a type of discipline he clearly enjoys grappling with despite the lack of experience. Well done. And in fifth and final place were Kris Coombes and his pal Zak. Unfortunately Chris took 'Consider All Roads' to include footpaths – which as we know have been used on road rally events in Derbyshire on the past – and this meant they took a severe detour from the route, costing them a total of 29 minutes and 15 fails. Better luck next time!

Ian deservedly received a round of applause for his efforts and more table tops will be on the agenda in months to come.

Autosolo Venue Announced

Garstang and Preston vice-chairman Dave Nolan has been busy working behind the scenes to find an autosolo venue and has come up trumps with the news that he has secured a four-acre site at Caton.

SD34MSG 2014 Calendar

Date	Type	League	Club	Title	Venue - Notes
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	Anglesey circuit, North Wales
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	Lancs / Derbys / Cheshire
18-May	Autosolo	Yes	CSMA/AMSC	CSMA/AMSC Autosolo 1	Lymm Truckstop Serv, M6 Jt 20
18-May	Autotest	Yes	CSMA/AMSC	CSMA/AMSC Autotest 1	Lymm Truckstop Serv, M6 Jt 20
18-May	PCA	Yes	CSMA/AMSC	CSMA/AMSC PCA 1	Lymm Truckstop Serv, M6 Jt 20
8-Jun	Autosolo	Yes	Bolton-le-Moors CC	Bolton June Autosolo	Makro Preston
8-Jun	Autotest	Yes	Bolton-le-Moors CC	Bolton June Autotest	Makro Preston
8-Jun	PCA	Yes	Bolton-le-Moors CC	Bolton June PCA	Makro Preston
7-Jun	Road Rally	Yes	G&P MC	Memorial Road Rally	Lancashire
22-Jun	Autosolo	Yes	CSMA NW	CSMA/AMSC Autosolo 2	Lymm Truckstop Serv, M6 Jt 20
22-Jun	Autotest	Yes	CSMA NW	CSMA/AMSC Autotest 2	Lymm Truckstop Serv, M6 Jt 20
22-Jun	PCA	Yes	Accrington MSC	CSMA/AMSC PCA 2	Lymm Truckstop Serv, M6 Jt 20
29-Jun	Stage Rally	Yes	Warrington & Dist MC	Enville Stages Rally	Anglesey Circuit
5-Jul	Road Rally	No	Matlock MC	Kick Enery Rally	Derbyshire
20-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 2	Blackburn Services, M65 Jt 4
20-Jul	Autotest	Yes	CSMA NW	U17MC Autotest 2	Blackburn Services, M65 Jt 4
20-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 2	Blackburn Services, M65 Jt 4
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	Blackburn Services, M65 Jt 4
31-Aug	PCA	Yes	AMSC	Summer PCA	Blackburn Services, M65 Jt 4
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	Anglesey circuit, North Wales
14-Sep	Autosolo	Yes	Bolton-le-Moors CC	Bolton September Autosolo	Makro Manchester
14-Sep	Autotest	Yes	Bolton-le-Moors CC	Bolton September Autotest	Makro Manchester
14-Sep	PCA	Yes	Bolton-le-Moors CC	Bolton September PCA	Makro Manchester
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	Makro Manchester
12-Oct	PCA	Yes	Bolton-le-Moors CC	Bolton October PCA	Makro Manchester
25-Oct	Road Rally	No	Hexham & Dist MC	John Robson rally	Northumberland
15-Nov	Road Rally	No	Matlock MC	Dansport Rally	Derbyshire
29-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	Blackburn Services, M65 Jt 4
7-Dec	Autotest	Yes	CSMA NW	Winter Autotest	Blackburn Services, M65 Jt 4

SD34MSG

2014

Championship
Rounds
at a Glance



SD34MSG

Non Race/Non Rally

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

SD34MSG

Marshals Championship

All SD34MSG Member Club Events

See SD34MSG Calendar for Dates

(Pages 9 & 10)

SD34MSG

Road Rally Championship

Date	Event	Club
April		
26/27th	Primrose Trophy Rally	Clitheroe & DMC
May		
17/18	Altratech061	Stockport061 MC
June		
7/8th	Memorial Rally	G&PMC
July		
5/6th	Kick Energy	Matlock MC
19/20th	Beaver Rally	Beverley & DMC
September		
27/28	Clitheronian	Clitheroe & DMC
October		
25/26th	John Robson	Hexham & DMC
November		
15/16th	Dansport	Matlock MC
7th/ 8th	Preston Regardless	G&PMC

SD34MSG

Stage Rally Championship

Date	Event	Club
May		
9/10	Manx National	Manx ASC
17th	Cetus Stages	Wigan & DMC
June		
29th	Enville Stages	Warrington & DMC
September		
6th	Promenade Stages	Wallasey MC
28th	Heroe Stages	GPMS & PDMC
October		
10/12th	Mull	Mull CC
12th	Adgespeed Stages	Wigan & DMC
November		
7/8th	Poker Stars	Manx ASC
8th	Neil Howard Memorial	Bolton-le-Moors CC
22nd	Hall Trophy	Clitheroe & DMC

2014 SD34MSG Under 18 Championship Registration Form

Name

Address

.....

.....

.....

Post Code e-mail

Tel No Home Mobile

SD34 Nominated Club (1 only)

Age on 1st January 2014 DOB

Please register me for the SD34MSG Under 18 Championship. I understand that the information contained on this sheet will be held on computer, but will be for SD34MSG use only. (There is no fee due for this championship.)

Signature Date

Please return the completed form to the championship compiler.

This can be done by post or complete including signature, scan and then e-mail.

Alan Shaw

31 Appleby Drive, Barrowford, NELSON, Lancashire, BB9 6EX

Tel : 01282602195 email : shawalan.555@btinternet.com

SD34MSG Under 18 Championship Regulations

The SD34MSG "Under 18 Championship" shall allow any member of an SD34MSG club, who is under the age of 18 on the first day in the championship year (this will normally be 1st January in any year) to compete for the championship in any discipline of motorsport which allows their participation at an age of under 18 as defined in the current MSA Bluebook. As this will be a multi discipline championship then all Under 18 Championship qualifying competitors wishing to be considered for the championship must register for the Under 18 Championship separately to the normal championships. This will not exclude them from registering for the normal SD34MSG championship as well. (Entry to this championship shall be free and points will be awarded from the date of first registration.)

Scoring

For championships which work out overall positions by Index of Performance (as per MSA Blue Book rules) the Under 18 registered competitor with the best index in the event will be awarded one point for each under 18 championship contender, or 10 points whichever is the higher, and second placed one point less, etc. I.e The 2nd best index 1 point less, 3rd best index 2 points less and so on till all eligible registered Under 18 competitors have been awarded their points.

For Championship events which work out overall position by means of the least actual time lost (or time and fails system) then the Registered Under 18 competitor with the best overall position will be awarded one point for each under 18 championship contender, or 10 points whichever is the higher, and second placed one point less, etc. I.e The 2nd best overall position 1 point less, 3rd best overall position 2 points less and so on till all eligible registered Under 18 competitors have been awarded their points.

Some championship events may well have eligible competitors in both the driving and navigating positions and therefore I would envisage that points be awarded to both Drivers and Navigators separately according to their overall position either as navigators or drivers. There will be no distinction between drivers or navigators for the overall awards.

Registered competitors may also score 5 points on two separate occasions by marshalling on any SD34MSG championship event. One of these must be for marshalling on an SD34 Championship event other than one run by their own club. If the event is run/co-promoted by more than one club and one of these clubs is their own club this will not count as another club for marshalling points.

The REGISTERED Under 18 competitor with the highest score at the end of the championship year, from any discipline or multiple disciplines, would be the Overall Under 18 Champion. Next highest score 2nd Overall and third highest score 3rd Overall.

It must be stressed that an Under 18 Championship contender must notify the Championship compiler of their taking part in a particular eligible event. (This can be easily done by e-mail just stating which event and its date.) The event organisers must supply a complete set of results and entry list **with clubs entered under** to the Under 18 compiler so that points can be awarded accordingly. These must be notified as soon as the results become available and no longer than three weeks after the date that the results become official. For December events then these should be notified as soon as they are available and no later than the end of the first week in January. Notifications that are sent after these times will not be allowed. (NOTE For 2014 Events occurring, and results notified to the compiler, before the end of February 2014 points will be allowed to be back dated.)

Under 18 Championship Compiler:- Alan Shaw, 31 Appleby Drive, Barrowford, NELSON, Lancashire. BB9 6EX.
01282602195. shawalan.555@btinternet.com

2014 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME;

ADDRESS;

.....

.....

POSTCODE;

HOME TEL. NO;

MOBILE NO;

E-MAIL ADDRESS;

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

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

Please register me for the SD34 Championships listed below;

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

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

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

.....

CLASSES

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

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

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

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

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

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

C = Saloon cars over 13ft long

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

D= Sports cars.

E= Specials.

F = Special Stage rally cars.

Non Race/Rally Championship

O/A	Competitor	pts	Club
1.	James Williams	22.79	U17MC
2.	David Robinson	20.93	U17MC
3.	Steve Price	20.18	BLMCC
4.	Steve Johnson	20.08	U17MC
5.	Scott McMahon	19.84	U17MC
=6.	Simon Robinson	19.80	U17MC
=6.	Steve Lewis	18.98	CDMC
8.	Andrew Williams	10.46	U17MC
9.	Roger Barfield	10.46	U17MC
10.	Stephen Kennel	10.03	
11.	Hazel Johnson	10.00	
12.	Ben Wild	9.84	
13.	Daniel Barker	9.66	
14.	Steven Butler	9.64	

Last Updated : 1st March 2014

U18 Championship

O/A	Competitor	pts	Club
1.	James Williams	30	U17MC
2.	Scott MacMahon	26	U17MC
3.	Ben Wild	17	U17MC
4.	Alexander Tait	7	U17MC

Last Updated : 18th March 2014

Individual Championship

O/A	Competitor	Q	pts	Club
1.	Steve Price	Y	39	BLMCC
2.	Steve Lewis	Y	35	CDMC
= 3.	Garry Jakeman	Y	19	HMMC
= 3.	Matthew Jakeman	Y	19	HMMC
5.	Steve Johnson	Y	18	U17MC
6.	Steve Butler	Y	15	CDMC
7.	James Williams	N	30	U17MC
8.	Andrew Williams	N	29	U17MC
9.	Daniel Barker	N	26	AMSC
10.	Scott MacMahon	N	25	U17MC
=11.	Antony Dixon	N	19	PDMC
=11.	Ryan Moyler	N	19	CDMC
= 13.	Ben Wild	N	17	U17MC
= 13.	Roger Barfield	N	17	U17MC
15.	Simon Robinson	N	13	U17MC
=16.	David Barratt	N	10	AMSC
=16.	Eric Wilcockson	N	10	U17MC
=16.	John Richardson	N	10	BLMCC
=16.	David Robinson	N	10	U17MC
=20.	Jack Darbyshire	N	9	GPMC
=20.	Matthew Kendall	N	9	GPMC
22.	Steve Hudson	N	8	CDMC
= 23.	Mark Booth	N	7	S061MC
= 23.	Stephen Kennell	N	7	CDMC
= 23.	Alexander Tait	N	7	U17MC
26.	Hazel Johnson	N	6	U17MC

Last Updated : 28th March 2014



Motor Sport Group

SD34MSG

2014 Championships

Stage Rally Championship

O/A	Driver	Q	pts	Class	Club
= 1	Garry Jakeman		54	B	HMMC
= 1	Antony Dixon	Y	54	C	PDMC
3	Stephen Johnson		53	A	U17MC
4	Mark Booth		29	C	SO61MC
5	John Richardson		28	C	BLMCC
= 6	Steve Lewis		27	C	CDMC
= 6	Jack Darbyshire		27	D	GPMC
= 8	Steve Hudson		26	B	CDMC
= 8	Hazel Johnson		26	A	U17MC

O/A	Co-Driver	Q	pts	Class	Club
= 1	Mathew Jakeman		53	B	HMMC
= 1	Steve Butler		53	A	CDMC
= 1	David Barratt		53	A	AMSC
4	Ryan Moyler	Y	52	C	PDMC
5	Eric Wilcockson		29	C	BLMCC
6	Matthew Kendall		28	C	GPMC
7	Ian Raynor		27		CDMC
8	Paula Swinscoe		0	C	CDMC

Last Updated : 28th March

Road Rally Championship

O/A	Driver	pts	Club	Final
1	Dave Whittaker	10	CDMC	
2	Pete Tyson	9	CDMC	
3	Tony Harrison	8	CDMC	
4	Paul Buckel	7	CDMC	
5	Pete Jagger	6	BLMCC	
6	Steve Mitchell	5	CDMC	
7	Derek Long	4	BLMCC	
8	James Taylor	3	CDMC	

O/A	Navigator	pts	Club	Final
1	Neil Harrison	10	CDMC	
2	Paul Taylor	9	CDMC	
3	Steve Butler	8	CDMC	
4	Ian Mitchell	7	CDMC	
5	Andy Long	6	BLMCC	
6	Ian Rayner	5	CDMC	

Last Updated : 24th Feb 2014

2014 SD34MSG

MARSHALS CHAMPIONSHIP

Accrington MSC

Tracey Smith 20

Bolton-le-Moors MC

Chris Fletcher	20	Steve Price	20
James Swallow	20	Alex Brown	20
Rob Scott	10	Martin Beamish	10
Joanne Evers	10	Jack Mather	10
Steve Mather	10	James Sharples	10
Julie Sharples	10	Peter Sharples	10
Eric Wilcockson	10		

Bury AC

Clitheroe & DMC

Steve Lewis	30	Jez Turner	20
Maurice Ellison	10	Chris Woodcock	10
Heidi Woodcock	10	Katie Woodcock	10

CSMA (NW)

Graham Bray	10	Eve Fisher	10
-------------	----	------------	----

Garstang & Preston MC

Les Fragle	40	Graham Chesters	10
Steve Kenyon	10		

High Moor MC

Lancs & Cheshire MC

Lightning MSC

Lancashire A.C.

David Bell	20	Alwyn Davies	20
Brian Haslam	20	Chris Lee	10
Martin Wylie	10		

Manx AC

Mull CC

Motorsport NW Ltd.

Pendle & DMC

Les Eltringham	30	Alan Shaw	30
Peter Wright	20	Chris Andrews	10
Rod Brereton	10	Steven Dixon	10
Mick Tomlinson	10		

Stockport 061

U17Club NW

Hazel Johnson	10	Steve Johnson	10
Chris McMahon	10	Paul Wild	10

Wallasey MC

Warrington & DMC

Alan Burns	20	Billy O'Brian	20
Denise Burns	20	Steve Prince	20
Joanne Mackman	20	Dave Read	20
Ann McCormack	20	Colin Burgess	10
Colin Cresewell	10	June Deeley	10
Stuart Deeley	10	Mark Spiers	10
Ian Harwood	10		

Wigan MC

2300 MC

2014 SD34MSG Inter Club League

Division A		Position	
Club	Points	Div	O/A
U17MC-NW	223	1	1
Bolton-le-Moors CC	207	2	2
Clitheroe & DMC	180	3	3
Warrington & DMC	166	4	4
Stockport061	103	5	6
Wallasey MC	37	6	10
Wigan & DMC	29	7	=11
Division B		Position	
Club	Points	Div	O/A
Pendle & DMC	106	1	5
Garstang & Preston MC	85	2	7
Accrington MSC	48	3	8
Lancashire A.C.	40	4	9
Lancs & Cheshire CC	14	5	14
Mull CC	0	=6	=16
Manx AS	0	=6	=16
Division C		Position	
Club	Points	Div	O/A
High Moor MC	29	1	=11
CSMA (NW)	17	2	13
Bury AC	10	3	15
Lightning MSC	0	=4	=16
2300	0	=4	=16
Motorsport NW Ltd	0	=4	=16

Last Updated 28th March 2014



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Marshals Championship Table - See page 18

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 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

Marshals Championship

1st O/A Chris Woodcock CDMC

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

Cath Simpson : collected by Husband Bob

Paul Coombes Award

Best Road Rally Round of the 2013 Championship
CLITHERONIAN RALLY

SD34MSG

Prize Presentation Night



Bob Simpson Collecting the Brian Molyneux Award



U17MC League Champions



Steve Johnson



Daniel Barker



BLMCC Div 1 League winners



George Jennings



Steve Butler



David Barratt



Phil Merrills



Hazel Johnson



Steve Butler



Paul Buckel



Simon Robinson



Pete Jagger



Steve Price

SD34MSG

Prize Presentation Night



Pete Tyson



Neil Harrison



Tony Harrison

Pendle DMC organised a superb awards night at Nelson Cricket Club.

Tony Harris from RACE2RECOVERY was the principal guest and was an exceptionally good speaker. Tony also presented the award winners with their prizes.

Tony told the audience how he got injured in Afghanistan and how following his injury then got involved in motorsport.

On the Saturday following the presentation night I was amazed that Tony had got me to laugh about his injuries - how on earth can you tell jokes and make fun of losing a leg? And then go on to make people laugh about your experiences. Better man than me! But that is probably why he has been as successful as he has in building the **RACE2RECOVERY** team and being such an inspiration to others

A full list of award winners is on Page 16

Photos Neil Johnson : Lancashire Telegraph

(p.s. Hope I got the names correct)



Andy Long

RACE2RECOVERY

BEYOND INJURY, ACHIEVING THE EXTRAORDINARY

'Spotlight On' Duncan Forrester

NAME: Duncan Forrester

BORN: November 1960 in Burnley,
the home of football.

LIVES: A stone's throw from the Glastonbury
Festival site, in deepest Wurzel country

MARRIED TO: Mary – met her in 1990 - my
last full season of competition (penny dropped
yet?). 3 gorgeous girls.

WORK AS: Semi-retired, running our camp-
site (Greenacres). Now own a fully-prepped lawn-
mower, complete with straight-cut wheel bearings.

CLUBS: Springhill, Clitheroe, IRDC and last week I found a Life
Membership card for MASSAC (Manchester & Salford Students
AC)

HOW DID I GET INVOLVED? Went to watch the Pendle
Summer Rally at Paythorne crossroads circa 1978.
Snorted Castrol-R. Addicted.

FIRST CAR: Ex-Grandpa Morris Minor 1000. Its last 6 months
of life were definitely the most exciting. Toured the world, usually 9-
up!

FIRST RALLY CAR / FIRST EVENT:

I'll take these 2 together. KLMC Joe Goodwin January Trophy
1979 in a Riley Kestrel 1100. The one and only event I ever drove.
My mate Gary was rally-mad and owned the car, but hadn't yet
turned 17. We "prepared" it with a back cage hoop, a pair of Super
Oscars and some white door patches, then off we went – dynamo,
cross-plies, walnut dash and all. The rally started at Burton Ser-
vices, with scrutineering in the car park. We didn't have a warning
triangle (didn't know we needed one) so I went and borrowed one
temporarily from a guy in an old red Cortina a few cars in front. The
gent who got us over the start ramp that night? – The late, great
Dave Metcalfe

It snowed like hell, which meant I couldn't use all the eye-
jangling 25bhp I had available. At half-way we didn't bother with the
Petrol Halt as the fuel gauge had hardly moved, so off we popped
to find another 3 or 4 controls, perhaps. At the finish Kevin Savage
excluded us for not handing in the Time Card at petrol. It was then I
realised there was a bit more to the navigator's seat than it first ap-
peared...

I didn't return to the January Trophy for a long time, but it re-
tained a special place in my career as, a few years later, it became
the first event I won outright, with **Ian Harrison**. We even made
the front cover of "Road Sport North" (thanks Dave).

FAVOURITE CAR: So many to choose. Warren Hunt's Nova
Sport, in which we won 5/6 Open Championship rallies and the
RAC, was very special. I also loved the works Mitsubishi Galant
VR4 I shared with Lasse Lampi – handled fantastically well for a
big car and went like stink!

WORST CAR: Definitely the factory Group N 309GTI that War-
ren and I used in the "Young Lions" year as a test bed before the
Peugeot GTI championship started. The back suspension was
made of jumping beans. Very scary.

Continued Page 20



1979 South Valley Rally. Dave Calvert driving
7th O/A despite Duncans Novice contribution



1984 Hunsruck Rally, Germany
Team Copy Nook, Neville Crossley (far Left)



1st Rally win. Ian (Speedy) Harrison driving
KLMC Joe Goodwin 1985



SW Stages : AC Delco Astra Challenge 1986
With Warren Hunt 1300 Class Winners & 2nd
O/A on the SW Stages

Spotlight on 'Duncan Forrester Continued from Page 19

CARS COMPETED IN:

Escorts mainly on the road rallies, loads of Astras, Novas, Sunbeams, Chevettes, Asconas, Mantas, Peugeot 205 & 309s, Skoda 130 and Favorits, Lancias, Mitsubishi. Never a Mini.

MOST FRIGHTENING MOMENT:

Maybe sitting with **Mal Graham on the Mild & Bitter Stages**. It's fair to say Malcolm was in the twilight of his career, but there were arms & legs flailing everywhere! God knows how he achieved the results he sometimes did.

I couldn't even look at the roadbook for wondering what shapes he'd invent next! Ken Skidmore was much the same, completely poleaxed my map reading on the one event we did together, even though we won it by a huge margin.

But I'd say the guy from the Daily Mail definitely shaded it. GM built a Nova for "Celebs" to drive on some National events and they recruited me to sit with them and make sure the car came back. People often ask if it's scary sitting with works drivers and the answer is always no – those guys are good, the best in the world – and by the time you realise you're in trouble they've instinctively tried 3 different things to get you out of it.

Journalists however are just tossers.

BIGGEST ACCIDENT:

I had my share of spectacular, multi-cartwheel rolls and while they are exciting, they don't hurt. The one that did hurt was in Holland, with David Mann, in an ex-Per Eklund works Corolla. Thank god it was a well-built car or I definitely wouldn't be writing this. We skated off "flat in top" on some fine dust and hit a tree head-on. Luckily the engine took the impact and it even twisted the cylinder head bolts. Almost nothing was salvaged from the car, but we both got out with bruising and a bit of ankle damage.

BEST EVENT:

The RAC Rally (as was). No question. Clinching a class win by just 2 seconds after an 18-miler in Grizedale and 5 days rallying was the best feeling ever. Crashing out on the last stage the year before was the worst feeling ever. The crowds, the buzz and the travelling circus that was the RAC was simply electric. Lads clubbing together with their mates to enter their Ladas or Skodas in competition with Hannu Mikkola and the real Stig. Where else can that happen?

BIGGEST HERO:

Markku Alen for the comedy value of his interviews. Pentti Airikkala for running his Chevette over my jacket on the first RAC I watched. Walter Rohrl for the most game-changing performance I ever remember on a rally, in the short Quattro, Ulster 84. I was privileged to meet all three.

FUNNIEST MOMENT:

The Emerald Isle provides a lot of great comedy and our antics on the 86 Circuit of Ireland were pure slapstick. South of Dublin in the Wicklow mountains we tackled 2 famous stages – Sally Gap and Aughavannagh – but we snapped the axle towards the end of the second of these, losing a wheel, with some 60 miles before service in Kilkenny. I sat on the bonnet counter-balancing the car all the way to service, roadbook directions in one hand, wind-screen wiper in the other! We got there in time too, only to find our spare axle was at home in the workshop.



Duncan Forrester (left) & Warren Hunt (Right) - Lots of hair back then & less belly, enjoying a brew on the Welsh



Scottish parc ferme 1987: the little Nova took 5 out of 6 Class wins plus the RAC



*Ypres Rally .
The 2nd best rally in the world
With Terry Kaby*

Spotlight on 'Duncan Forrester Continued from Page 20

BIGGEST INFLUENCE:

Rob Arthur taught me most about what it meant to compete at International level, but it was probably Brian Rainbow who had the greatest influence on the path I chose. Brian was running the Peugeot team planning, having been a top co-driver with the likes of Sundstrom, Kaby and Grundel. He was responsible for getting me in the car with Hakan Eriksson and coaching me on how not to over-feed a really quick driver with information, even if you can. But Brian also had a good job with IBM and had resisted the temptation to give this up to go rallying full time. I was lucky to get a taste of a few WRC events and to sample what works rallying full-time involved in those days: 3 weeks in Finland grafting 16-hr days in a recce car, breaking down early in the event, flying straight to another plastic hotel in Greece or San Remo, then do it all again and again. Actually not all that glamorous. Brian seemed to have the rally/work/life balance really well sussed and I made the same call for the same reasons.

BIGGEST REGRET:

The way we allowed them to completely destroy the sport we loved, piece by piece. Literally millions of people used to spectate on the RAC, which toured all the UK mainland. For me the biggest buzz was planning the logistics and service operation – I did the Skoda factory team plan in 88/89, which included finding all the service points, routing a team of about 60 people from 18 different countries in cars, vans, trucks and motorhomes for 5 days, making sure the right tyres/bits/fuel were waiting when we got there. The rally was just the icing on the cake after that meticulous work. I never needed to refer to the plan on the event because it was already in my head. Each step of the way I knew that *Van X* might run into traffic near Pickering or wherever, which improved my confidence a lot. Best of all, the service lads loved the experience too, they really were on their own rally adventure. Everybody was part of the show. Nowadays the teams just rock-up with a dozen 40-footers in a big car park and hang around bored for about 6 hours, which seems to be the duration of modern WRC events.

MOST HELP FROM:

Heck this is a long list, which shows just how much help I must have needed!

The photos of Maurice's recent Clitheroe & DMCs navigation classes gave me a 38 year flashback, to when I sat listening to the same script in a dark pub in Accrington. Even Ken Dodd changes his material more often than that Maurice!

In the months that followed I camped-out at **Alan Ridehalgh** and **Dave Barritt's** houses for nights on end, going through old road rally routes and map markings, which in hindsight must have driven Ann and Janet (their wives) crackers!

My second event navigating was with **Dave Calvert**, who turned up at the start of the PDMC South Valley with his Mk1 RS1600 and no navigator. **Charlie Woodward** very optimistically persuaded Dave that I'd be fine, despite me being a total novice. Well we finished 7th o/a with just one minor wrong-slot and I was like a dog with two wotsits, but not surprisingly Dave never took me again! **Gordon Kenyon** kindly did though, lots of times, and the best thing was there was usually plenty of time to take-in what was going on!

After serving my rally apprenticeship in the lanes, my big break came courtesy of **Ian Harrison**, who needed a navigator for Ulster 1984 in the works Astra GT/E. Moving straight from road rallies to an International with major backing was a huge step. I was by no means flawless, but didn't drop any big ones and we finished 15th/2nd in class. It would be a couple of years before I again tasted this level of competition, but the experience I got was truly invaluable.

Continued on Page 22



Gordon Kenyon : had a habit of buying rally cars about half an hour before the event started. This one was not the best. 1981 BLMCC Clubmans



Jon Joannides and the Gp A 1600 205GTI - Circuit des Ardennes 1986, West Euro Championship



Nick Ground (very basic 1600 pushrod)
4th O/A on 1983 Ribble Rally

Spotlight on 'Duncan Forrester Continued from Page 21

AMBITIONS FOR THE FUTURE:

At 53 I can't see myself ever getting back in a rally car, even if I could fit in one! My last rally was a holiday event 10 years ago in Czech with **John Morton**. It dawned on me that if I was finally rallying with John, it was time to give up!

A few years back I did re-enter the fray with Prodrive, doing some gravel notes work in Germany and Greece. I also went testing with them in Wales, so I got to experience a proper WRC Impreza from the inside. What impressed me most was the suspension advances in my time away – the speed that car could carry through huge bumps was incredible.

My ambitions now include re-visiting some of the places I didn't have time to enjoy first time around. Last year we went back to Monte Carlo and to San Remo, before that to Ypres, Roeselare and Trier. Really lovely, all of them.

CHAMPIONSHIPS:

1987 British Open Champions (GpA 1300); 1985 and 86 Astra Challenge Champion; West Euro Cup runners-up with Jon Joannides, which included giving the GpA 205 its first International Class win. The WEC had a really odd-ball scoring system, but no matter, the story usually gets re-told with us "*finishing 2nd in the European Championship*"!

ADVICE TO NEWCOMERS:

Get a bloody good helmet, loads of experience and marry one of the Sultan of Brunei's daughters.

Most important – always make time for people and give honest advice. You never know if the youngster you're talking to will soon be famous! I remember a couple of young lads that came to Springhill MSC. One was a right pain, needed a bloody good wash and never stopped banging on about the crappy sheds he'd worked on. The other 17-year old just made a proper nuisance of himself, trying to look good by screeching around Hapton in the most ridiculous looking Sunbeam you ever did see. A few years on **Paul Howarth** was Team Manager of the Subaru World Rally Team, whilst **Kevin Furber** was still making a proper nuisance of himself.

The other thing I'd say is actually ENJOY your sport. Very few make a living from rallying so you haven't failed if you aren't among them. Get involved as much as you can – if the car is broken, go marshalling! I definitely learned stuff just by watching the works co-drivers whilst I was an RAC Rally Timekeeper. And put a bit back too – I took on the Clerk of Course/Stage Commander job for lots of rallies, including the Silva Stages for a few years. I loved the team effort and working with some amazing people, all of whom gave lots of time and effort without expecting any reward, except we all had a bloody good time. When we moved south I lost touch with many of them, but the memories of *Owd Neds* are very special.

LAST BUT NOT LEAST - FAVOURITE CAR:

Definitely a Lancia Stratos. Early days watching RACs you noticed most cars had a characteristic engine note – the high-revs singing of a BDA Escort, the gorgeous burbling of a TR8, you could tell what they were miles off.

Then Alen arrived in the Stratos, which was just pure **NOISE**. Gruff, no-compromise, ON-OFF volume. All the leaves fell off the trees in fear and it smelled amazing too.

Years later I finally got to sit in a road version briefly at a club night – '**Ted**' Worswick was doing some work on one and brought it along. There's nowt to them really, but what a supercar.



G.Holden Bianchi : With Pillings Graham Holden on the finish ramp of the Bianchi Rally Belgium



*Stratos—Hero Driver + Hero Car
Alen at Knowsley in the Stratos*

Skoda 130 in 1988. Interesting & frustrating in equal measure! Nobody ever worked out how I blagged 3hrs service to change a transaxle & stayed in the event



*Springhill Members at the
Astra Challenge Awards night*

BIRD MAKES IT FOUR AS HE TOPS THE TABLE!...

A record-equalling fourth win on the Malcolm Wilson Rally, to follow up their runners-up spot on the Wyedean Forest Rally, sees Paul Bird and co-driver Aled Davies leading the REIS BTRDA Rally Series in their Ford Focus WRC. Eight stages in the Lake District - FTD on the first four and second, behind Euan Thorburn/ Paul Beaton, on the rest - gave them victory by 13 seconds over the defending Gold Star Champions, with another pair of Focuses, in the hands of Stephen Petch/Ian Windress and David Bogie/Kevin Rae in 3rd & 4th respectively.

An early start from M-Sport's HQ at Dovenby Hall preceded a five-mile run through Comb. Bird/Davies stopped the clocks five seconds quicker than **Bogie/Rae and ten ahead of last year's Malcolm Wilson winners, Thorburn/Beaton**. Petch/Windress were next with Jim McNeil/Tom Hughes breaking the Ford stranglehold with 6th fastest in their Impreza.

A similar order followed on the second stage, the first of two in Wythop. In amongst them on this occasion, however, were Tom Naughton/Andy Mort who planted their Lancer EVO9 into equal second with Bogie as they set about claiming Group N for themselves.

Bogie had been the leaders' biggest headache during the first half of the rally, but pressure on them eased on the fifth stage, Grizedale North 1, **when his Focus' rear differential broke**. The sudden lack of traction caused the car to hit a bank and puncture a tyre - it never rains! Simultaneously, Thorburn stepped up a gear and began making in-roads into Bird's lead - 38s after SS4 was down to 13s by the finish.

On the penultimate stage, Jim McNeil managed to draw level with Tom Naughton and was then six seconds faster over the second run through Greystoke to claim 5th place overall. Naughton/Mort, once a dodgy time had been sorted out, then finished one place and ten seconds in front of fellow Group N battlers Alex Allingham/Chris Williams in their Impreza **while Ollie Mellors' Proton Satria Neo, not surprisingly, struggled to keep up with the front-runners**. Nevertheless, 8th place is just reward for the **young Bakewell driver's effort**.

Rounding off the Top Ten in their Lancer EVO9 and showing that their Wyedean result was no flash in the pan, Russ Thompson/Andy Murphy maintain their lead in the Production Cup from Toni Carannante/Martin Auskerin (Impreza) and Naughton/Mort for whom the Malcolm Wilson was the first finish of the season.

After their excellent third place on the Wyedean, Luke Francis/John Roberts were looking for the opportunity to further their Championship in their Lancer EVO9 which now runs in Class B13. Whatever class it had been in would not have helped them when the turbo failed on SS2 and they were on their way back to North Wales. Not with so far to travel, but **still completing it early and pointless**, David Wright/Michael Wilkinson's return to the Championship faltered when their Lancer EVO9 was withdrawn at first service with alternator failure.

Roland Llewellyn/Jamie Edwards weren't exactly in sight of the finish line, but they had at least completed six of the eight stages before their EVO9 broke a wheel which, combined with a damaged brake pipe, forced a premature halt to the proceedings.

So, not that it really means a light so early in the season, but Bird leads **Bogie by two points at the sharp end of the table**. Now, we've done the Forest of Dean and the Lake District - Exmoor is next just before Easter. **Unfamiliar territory for both, perhaps, but it didn't stop Connor McCloskey winning at this first attempt last year!** Interesting times ahead...

Andrew Haill : BTRDA



Paul Bird



Euan Thorburn



Steven Petch



Tom Naughton



Alix Allingham



*Photos Courtesy of
Ralliphotos Wales*

Fourth time Win for Bird on Malcolm Wilson Rally

Penriths Paul Bird took a victory on the Malcolm Wilson Rally to not only take the lead in the 2014 REIS BTRDA Rally Championship, but in doing so he equalled fellow Cumbrian Bill Dobie's record of four outright victories on his local event.

Along with Welsh co driver Aled Davies in the Pirelli-shod, FBP, Fuchs Titan, Rapid Solicitors and Mac Tools-backed Ford Focus WRC07, the British Superbike and MotoGP team boss also had his lucky mascot in the car - daughter Lexi's toy crocodile which, following his victory on the Legend Fires North West Stages Rally last month, once again seemed to do the trick!

However, the 2005 National Champion was made to work hard for his win despite setting fastest times on the opening four stages to hold a handy 19 second advantage at the first service halt. But it nearly all went wrong when Bird, from Langwathby, headed into the notorious Grizedale stages, which has been his bogey forest in recent years.

With defending champion Euan Thorburn taking over the challenge from fellow Scot David Bogie; Bird knew he'd have to be on his game despite increasing his advantage to 31 seconds at the end of SS5 before dropping five seconds in the second run through Grizedale North.

Into the 7.8 mile Grizedale South test which comprised the penultimate stage of the annual Lake District extravaganza and that's where it nearly went wrong for Bird. Pushing as hard as he could, he slid wide on a corner at high speed and ended up in the undergrowth, luckily without hitting anything, before emerging unscathed although with a loss of ten seconds.

Thankful that for once Lady Luck had smiled on him in Grizedale, which has seen his demise on numerous events, the final stage in Greystoke posed no such problems and he arrived at the Rheged finish 13 seconds to the good to add to his victories of 2004, 2006 and 2007.

Paul Bird: *"This means so much to me, not only taking maximum points to take the lead in the toughest gravel rally series in the UK, but to achieve my fourth win on my local event was fantastic. I want to dedicate this victory to my daughter Lexi whose toy crocodile we had in the car again and I'm sure it helped! That's two wins and a second place so far this season so it really is a lucky charm! I had to drive as hard as I ever have done today but I was determined to win having come so close or suffered bad luck in recent years. There was no way I was letting anyone beat me this year so off we go to the Somerset Stages, complete with the croc, where hopefully we can continue our winning ways."*

Results

- 1 Paul Bird/Aled Davies - Ford Focus 07 WRC - 45:59
- 2 Euan Thorburn/Paul Beaton - Ford Focus WRC - 46:12
- 3 Stephen Petch/Ian Windress - Ford Focus WRC - 47:00
- 4 David Bogie/Kevin Rae - Ford Focus WRC - 48:05
- 5 Jim McNeil/Thomas Hughes - Subaru Impreza - 48:06
- 6 Tom Naughton/Andi Mort - Mitsubishi Evo 9 - 48:12
- 7 Alex Allingham/Chris Williams - Subaru Impreza - 48:22
- 8 Ollie Mellors/Craig Parry - Proton Satria Neo - 49:03
- 9 Wayne Sisson/Neil Shanks - Mitsubishi Evo 9 - 49:19
- 10 Russ Thompson/Andy Murphy - Mitsubishi Evo 9 - 49:47



Benthams **David Wright** had a disappointing Malcolm Wilson rally when overheating problems forced him out of the event. Wright's rally got off to a bad start when just half a mile into the opening Comb stage the Kumho Tyres, Drenth, Owen Developments and Grove Hill Garage-supported GPM Mitsubishi Evo 9 started to overheat. The car went into "safe mode" and Wright had to struggle around the rest of the stage. Despite this he still set 12th fastest time. There were three stages to go before service, two runs of Wythop and one of Greystoke. Although the car was not at 100% Wright managed to set two 6th fastest times and one 8th fastest. The service halt was spent attempting to fix the cooling issues and Wright and co-driver Michael Wilkinson set off for three stages in Grizedale forest. However, on the road section Wright noticed that the engine had built up pressure so he decided to retire rather than risk further damage.

"After all the hard work by GPM to get the car ready for the event it's really disappointing to have had to retire," said Wright. "We had high hopes of getting a podium finish but they were dashed after around 30 seconds of stage one." "We carried on through the rest of the morning stages and had hoped we could get the car fixed in service but the pressure build up showed there was still a problem. It wasn't worth the risk of causing a lot of damage so we pulled out on the road section to Grizedale."

"We're concentrating on getting our new Focus ready for the next BTRDA championship round in Somerset now, hopefully the engine parts we need will be sorted and fitted. We don't have a lot of time but we'll do our best to be on the start line in Minehead."



Stockport 061 Motor Club The Merrills Motor Services & Rally Car Hire SMC Stages Sunday 23rd March 2014 Venue : Weeton Army Camp



Finch Flies to Third Weeton Win!

Carlisle's Tim Finch recorded his third ever win at Weeton, six years after his last success at the venue, as he and co-driver Neil Bye were able to take a comfortable victory in their Subaru Impreza. Chorley's Andrew Barker and Steve Mort snatched the runners-up spot with a last stage charge in their Citroen C2 VTR edging ahead of the Impreza of Richard Barnard and Chris Sharpe-Simkiss.

Scots crew Ross Fernie and John Young held an early lead until their Impreza was forced out with gearbox problems whilst nearest challengers Graham Butler and Walter Ainsworth's Focus WRC succumbed to an under-bonnet fire.

Andrew and Reg Irving from Cockermouth took the Class A awards after finishing thirteenth overall in their Peugeot 205 whilst the Blyth brothers, James and David, took Class B honours after finishing eighth in their Peugeot 205 GTi.

Results (Top 10): 1 Tim Finch/Neil Bye (Subaru Impreza) 1hr21m15s; 2 Andrew Barker/Steve Mort (Citroen C2 VTR) 1hr22m20s; 3 Richard Barnard/Chris Sharpe-Simkiss (Subaru Impreza) 1hr22m04s; 4 David White/Mathew White (Subaru Impreza) 1hr22m56s; 5 Dave Riley/Gary Dillon (Mitsubishi Lancer Evo4) 1hr23m01s; 6 Wesley Simpson/Ryan Simpson (Ford Escort Mk2) 1hr24m28s; 7 Darren Howard/Scott Howard (Ford Escort Mk2) 1hr25m10s; 8 James Blyth/David Blyth (Peugeot 205) 1hr26m23s; 9 Antony Dixon/Ryan Moyler (Vauxhall Astra GSi) 1hr26m51s; 10 David Gardner/Sam Bartlett (Subaru Impreza) 1hr27m21s.

Class Award Winners: A: Andrew Irving/Reg Irving (Peugeot 205); B: Blyth/Blyth; C: Barker/Mort; D: Barnard/Sharpe-Simkiss.

Pro-Rally.co.uk

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Rallye Le Touquet

SKODA pilot Neil Simpson has picked up his second trophy in a row after a stunning performance on the Rallye Le Touquet.

The Colne businessman won his class after finishing seventh overall in his Simpsons Skoda Fabia S2000.

But Simpson, who claimed second overall on the North West Stages in February, didn't have an easy run.

Driving in his first pace notes rally in 12 years, Simpson and co-driver Claire Mole ended the opening stage in 36th place.

"It was the first time in 12 years that I'd driven on pace notes, and I made a bit of a mess of the opening stage.

"But once I'd given myself a good talking to, I quickly got back into the swing of things," he said.

However, the pair soon got back into the swing of things to quickly move up the leaderboard.

He added: "The short ratio gearbox meant that our main Super 2000 rival, Romain Martel, was about 10mph faster than us down the straights.

"But the car is so good on the twisty sections that we were able to make up any time we had lost. It's another great result which we are all very proud of. We've only done two rallies in the car, so we feel there is a lot more to come." After a trouble-free first day, Simpson had moved up to 15th after the opening seven stages.

He continued to impress on day two and after another seven stages he crossed the finish line of the final stage along the Le Touquet seafront to complete the 126 miles (204kms) route in seventh spot overall.

That was enough to secure a Super 2000 class victory by 1 minute 15.7 seconds ahead of Romain Martel/Vanessa Lemoine (Peugeot 207 S2000).

"I've always wanted to do Rallye Le Touquet and it didn't disappoint, it was brilliant," added Simpson.

"The Skoda Fabia never missed a beat, the team worked extremely well and Claire did a great job in the co-driver's seat. The Pirelli tyres were excellent and everything was just about perfect."



Lancashire Telegraph

Mid-Wales Musings

A while ago now but not a day to remember for a couple of reasons.....the weather was awful and we were slow! After the Red-Kite result we arrived in Newtown in high spirits, on what was a lovely day for scrutineering, and there was a real buzz around the town centre car park.

The entry was very good indeed with this also being a BHRC round in addition to the RAC championship although it was disappointing for the specics that Jimmy McCrae's car wasn't ready. No problems with the Sunbeam and after a good night in the nice rented cottage the day of the rally dawned.....and it was raining (and didn't stop until the following day!!).

After an enjoyable listen to Howard Davies doing the main street start commentary (shame more people, kids etc. didn't come out to watch but the weather was against it really) a fairly long run out led to the first test, Pikes Peak (uphill). Despite meeting a daft spectator vehicle coming downhill, against rally traffic on the track to the stage start, we felt confident, however I don't think either of us realized just how steep the climb up to the wind farm was.....the Sunbeam felt that it was really slogging away and the stage just didn't really feel like the blast it looks like on the MK2 BDA videos.

The roads to the top are certainly wide, however another 100 bhp would have made a huge difference but it was certainly quicker after the wind farm, although both driver and co-driver felt we hadn't gone as quick as we could of done. This continued in the second stage as we both felt again that we were not on the pace for no apparent reason. Interestingly in service the team Volvo was also struggling and Sideways Wallis had retired the Lotus Cortina with an expensive sounding dropped valve. Service was in the Sweet Lamb complex and conditions could only be described as atrocious but Robin (ex works 6R4 and TWR spanner man) was simply amazing – top guy to have in the team although Dave's feelings were hurt when Robin told him he needed the car for a couple of weeks to sort it out properly!!!!

The third stage was Sweet Lamb itself and the roads to the start itself were horrible in the driving rain....never mind the stage itself ,which improved after the slightly false yump and water splash near the start. Again no real problems with the car, or the notes, but still felt that more pace was required although we both felt that the 4 th stage, Hafren, was the best stage of the day with us picking up a bit of speed.

The second service back at Sweet Lamb saw Dave tell the girls to get downwind of the Land Rover “so you don't get wet.....”.....how they didn't wrap the trolley jack around his nether regions I do not know as they were both soaking wet after being out all day!! Robin and Pat had stayed behind (we were last Historic on the road) just in case there was an issue but it was literally 5 mins checking oil/water and then back into the car to keep not too wet (as against dry!). The final stage was up to the wind farm from the opposite side to the morning run and back downhill though Pikes Peak. This stage was notable in that we seemed to have recovered the Sunbeam mojo and, apart from a massive near miss downhill over a grid/gates, which Hopkins did really well, to sort out, we both really enjoyed the Pikes Peak downhill version.

A longish run to the finish with no heat in the car meant a cold crew arrived back in Newtown, happy to have finished, but both thinking we could have done better. A lengthy break before Hamsterley, however some front suspension changes and a lower diff will improve the car no end we think.

Managed to get warm eventually on the way home although Mel is not looking forward to rallies in Wales anymore!! Felt knackered again the following day at work.....this old age rallying takes a bit to recover from!!

Tony Vart : Clitheroe & DMC



Tour of Epynt



Fourth Place For Stone In Championship Opener

Blackburn driver John Stone got his REIS MSA Asphalt Rally Championship challenge underway in great fashion with a brilliant fourth place finish on the Tour of Epynt. Along with Welsh co-driver Carl Williamson, the Lancastrian was again in action in the Legend Fires Skoda Fabia WRC and following the disappointment of a late retirement on the Legend Fires North West Stages last month the pair were keen to make amends on the Welsh military ranges near Llandovery.

However, things didn't get off to a great start with a ten second penalty infringement at MC1 but soon the pair were into their stride, setting sixth fastest time on the opening stage before going fourth fastest on SS2 to elevate themselves to fourth overall.

The next couple of stages were affected by accidents meaning notional times were awarded on SS3 and SS4 scrapped altogether but over the final three stages, the pair in the Dom Buckley Motorsport IRS-prepared car set about climbing the leaderboard.

Fifth fastest times on all three tests saw them secure a fine fourth place finish, albeit over a minute and a half behind the winner but nonetheless, it was a huge improvement on John's tenth place finish on last year's season opener.

John Stone: *"That's my best result on Epynt as it's never been too kind to me and it's also the best ever start to our championship. We had no major problems at all and the only issue was me not being too familiar with the final couple of stages which were run in the opposite direction to what I'm used to so I couldn't commit as I would have liked. We knew it would be hard to keep up with the three in front of us but it's a great result and gives us a very positive start to the season with some important points. We are now looking forward to the Manx Rally in a couple of months although I plan an outing somewhere between now and then to try to stave off any rustiness!"*

Results - 2014 Tour of Epynt

- 1 Damian Cole/Elliot Edmondson - Ford Focus WRC - 52:56
- 2 Peter Lloyd/Neil James - Subaru Impreza - 52:57
- 3 Stephen Simpson/Patrick Walsh - Subaru Impreza - 53:01
- 4 John Stone/Carl Williamson - Skoda Fabia WRC - 54:37**
- 5 Robert Swann/Darren Garrod - Subaru Impreza - 55:08
- 6 John Indri/Peter James - Subaru Impreza WRC - 55:41
- 7 Simon Mauger/Brian Cammack - Ford Escort Mk11 - 56:08
- 8 Bob Fowden/Ashley Trimble - Subaru Impreza - 56:09
- 9 Darren Atkinson/Phil Sandham - Ford Escort Mk2 - 56:13**
- 10 Roger Moran/Joy Hoyle - Ford Escort Mk2 - 57:03

Photos : JMS



Tour of Epynt all done and dusted, first round of the National Tarmac championship, shame about the accidents, the Darrian looked a right mess, and i hope everyone is ok and gets well soon, not good to see the air ambulance on the ranges, the marshals and rescue crews did a fantastic job.

Our day went a little like this, not a bad start, took a risk on rear tyres which weren't up to it first thing letting go on a 1L / C and putting us on the grass on stage one, but still 9th fastest, and first two wheel drive car, beating Simon Mauger by just a second. Stage two lost brakes coming into Davrian bridge initially but too busy chasing the Millington Proton to worry about it, then disaster, overtaking the Proton uphill coming into the chicane the brakes went completely, ending up with quite a bit of damage, getting a stage maximum, pulling the wings out, to stop them rubbing on the tyres. Got back to service where not only my service crew but many others pitched in to get the car drivable again. We were in service for over an hour, repairing the damaged body work, i dont know how Terry managed to keep us in the rally, as we were only allowed twenty minutes, I didnt ask, and he just winked to me, when we missed stages 3 and 4 !!!! Went and did three more top ten stage times, on stages 5 /6 /7 which i was happy with, after loosing time catching the Proton on five (again) getting past him this time, two spins on stage six (one which could have been disastrous) backwards over the brow towards the bales at German village at well over 100mph ... The other was a doughnut at Picadilly ;-) the last stage we eased off as the tyres were almost done and Terry didnt have another change of underwear.. Lol. We got a finish, but nothing to shout about.

Big big thanks to Terry (Taff) for doing a great job and traveling all the way from Lancashire. Service boys, Geth, Mydz Williams, Dan (plm bach) and Rhidian Daniels and Celyn Williams plus everyone else that pitched in, fantastic job once more boys, cant thank you enough. Big thanks to Spencer Morgan and Jack Morgan for bringing my bonnet back in one piece, which decided to part company, with the rest of the car on the last stage. Big thanks to Neil James and Ian James for getting the flatshift working, awesome boys, traction control, and new engine for the next rally, the video and comments on FB prove it all. Thanks to Flatshifter.com, RussTyler, Vince Mosley for your support. Next rally, Tour of Caerwent, were going for the win, more underwear needed Mr. Martin

Roger Hicks



2014 Rally North Wales Cancelled

Statement from the BRC (the Official Line)



Wolverhampton & South Staffordshire Car Club Ltd regrets to announce it has been forced to cancel next month's Welshpool-based Rally North Wales (April 5th) due to insufficient entries and the consequential potential loss of more than £10,000.

When the Entry List officially closed at 21.00 hours today (Friday 21st March) less than 80 paid entries had been received.

"We needed 106 entries just to break-even this year. With less than 80 entries the Club was facing a potential loss of in excess of £10k, which we simply cannot afford. Cancelling last year's rally cost the Club a similar amount and wiped out any contingency funding for this year." said Guy Weaver, Chairman of W&SSCC Ltd.

He continued by saying, "I wish to put on record the Club's thanks to Clerk of the Course, Kevin Witton and his organising team for their hard work over the last year in producing what we believe would have been an excellent event. The Club cannot sustain this level of loss for a second consecutive year. All entry fees received will be returned in full."

The event would have been the first of seven rounds in the 2014 MSA British Rally Championship and a qualifying round of the MSA Mintex British Historic and the MSA Pirelli Welsh Stage Championships.

BRC Manager Mark Taylor said, "I feel for the organising team who have done all they can under the circumstances, committing many months of tireless work to run what was shaping up to be a first class rally. The forests are apparently in first class condition; arguably the best in Europe and it is a real shame that the rally has a significant gap in the finances to make it viable.

"It would seem that alongside current uncertainties and lack of available sponsorship, motorsport seems to be lagging behind in the economic recovery, taking its toll on stage rallying."

The first round of the Championship will now be the Pirelli Carlisle RB Foundation Rally on Saturday 3rd and Sunday 4th May. The Championship regulations provide for the loss of a qualifying round, which now means that the BRC will be decided over six qualifying events and seven rounds, with competitors discounting their two single worst scores.

AND then the views of a Competitor

This may make me more enemies and probably affirm the ones I've already got and before anyone shoots me down in flames from RNW, it's in no way a dig at them, believe me I know how much voluntary effort that goes into the organisation of an event, but the way I see it is this... We/I worked our hardest to secure the budget to compete on the National B event and as of Thursday evening this week had just about enough in place to submit an entry, which I did, this evening.

The facts are this... The National B part of the event at £550 would have been the most expensive round of the year for us. By some £75 more than any other event we will enter this year. Why should competitors enter the event, when an event using the same forests a month later is £450 for exactly the same mileage? Is the extra money being used to subsidise the BRC's shortcomings?! If that's the case even more so why should anyone enter a BRC support event and not have the same service area or town centre starts?! If the BRC with it's 4 figure entry fees can't stand on it's own two feet because of the way it's run then that's surely it's own fault. If the money isn't subsidising the BRC what extras as a National B competitor would I get for my £100 extra entry fee over the Plains in a months time?

The BRC returned to National A status last year due to costs of permits and hoops demanded to jump through, but it continues to demand 4 figure entry fees when an ERC Junior round is less for more mileage. Surely the BRC cannot continue to run a National A championship for International entry fees and still expect a subsidiary to go on the 'other' competitors?! It changed away from running 4WD Group N machinery to 2WD R3 cars... I'm not sure the £20k homologated Impreza sat in Alex's unit is more expensive to run considering engines have to be returned to Citroen to be rebuilt etc. More the change due to the fact the old Scoob just isn't fashionable enough for the BRC anymore.

And finally, why on earth was it not left to an 'official' announcement from the event organisers before the news was broken but instead an email from BRC organisers?!

I think it's clear that competitors will vote with their feet and why the BTRDA will remain as strong as ever, affordable entries with the ability to run what you bring. There are just as professional teams running at the front of the BTRDA as there is in the BRC. Yes, I get that the BRC is trying to be the pinnacle of British rallying by allowing recs etc. but is it really the pinnacle when the first round is cancelled because it's so restrictive it can't get enough entries to run? Would that happen in France? Has it happened on the BTRDA?

I am saddened that the event has been cancelled, I know a lot of the individuals on the event committee and know how much work that is put in by those individuals, and I am sorry to those people but something somewhere simply doesn't add up.

Chris Williams



PIDGEON POST

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

Gremlin Road Rally

The Gremlin was a relatively short one for me this year! Sat in with Sam Docroq who's just converted a stage prepared Nova into Road Rally specification. He had spent most of the week before getting the car ready for his first event and after the car dropped a valve the night before the event little testing and sleep was had by Sam! As sometimes with converting from stage to road there were a couple little hitches at scrutineering but we managed to get them sorted and it was time for Sams first spin in the lanes!

The signing on venue was a little cramped to be honest, with the crew to get a signature for our marshal taking over an hour and a half we were thankful that we could still go through the rest, and we weren't the last in the queue, so this did make everything a little late.

The plotting was quite a task with several of the points being almost on top of each other leaving little space to write what everything was. I think the only club to make it harder would be Exmouth MC! Also a couple confusing things were 'NAM Diagram' noted on the route instructions with no actual diagram for it, along with a couple NAM's on neutral sections, but it was all noted down and we would see what was there when we got there! Right from the start it was straight into it! A DSO checking GW's at the first cross roads and then down into a hairpin right around some bales and a very slippery 90 left all in a far which was a great start to the night! The rest of the night wasn't as good... Just before we got to PC2 the engine started misfiring and then a slight tap. She had dropped a valve again! And then it cut out as we coasted down to the junction for PC2. And that was the end of our night. We stood and watched the last few cars come through and then waited for our lift.

The route looked awesome and Brecon MC had put in some work on it! Speaking to other competitors it sounded like a great route! Described by one as "Brutal, ferocious, but loved it!", which sounds like true Gremlin fashion! Thanks to all the marshals who stood out in the rain for the night! It wasn't the nicest of weather at all!

Sam's already working on the car and we will be back out again, hopefully next time to the finish!

**Daniel Pidgeon, Nav Car 66,
Vauxhall Nova**

South West Endurance Weekend

First off thanks to all the marshals and organisers. I know for some it wasn't nice to be stood around without any knowledge of the hold up so thanks for waiting it out!!!

Unfortunately there was a 2 hour delay at the start of the event due to some complications with the paperwork, but putting a few heads together came up with a solution. While we were waiting we left the car running while speaking to some others, to see Mike Aldridge shouting over to us with steam rising from the car, we forgot to turn the fan on... Not the best of starts but after she chuffed some water out onto the car park and it was topped up with some of the East Darts finest river water she was back down to temperature! At 2pm first car finally left Badgers Holt, again...

Bellever 1-

The start of this test used a convoy system to get up to the start as the route was being used (I presume to get some extra mileage) which was good and bad. Good because you could see the cars coming down the hill to the cone in front of us and also the fact we could slowly drive the first little part and see what we were coming up to and how slippery it was. Bad because of the 2 hour delay and then waiting for 15 odd cars to go through (we were 20th on the road) was taking it out of us a little, anxious to start and also getting a little tired of all the hanging around.

But we were joint 5th quickest through the test so the speed was there and hopefully before long we could reduce our time a little!

Assycombe-

Another good test (yes another one I can't remember so I'm saying a general thing about the whole day section...) with some slippery sections in there to keep you on your toes! But we ended up with one of the slowest times in here... The finish marshal was stood at the stop astride at the end of the test instead of a few yards after, so when pulling up after the PC just before we thought that would be the time we would be given, when we stopped behind the last car, but no. The marshal was doing the timing like a road rally section, looking at the clock when we pulled into him, so you can imagine our frustration after waiting for 2 clip boards to be signed and chipped before ours! The time wrote down on our sheet was rounded off to a minute as well (indicating the road rally timing). Bit annoyed to be honest as we could have had a good time through there. Think a clearer briefing might have been needed, or more in depth? 25th fastest...

Lowton Brook-

I think this was the one with the bumps in the trees? (The driver has all the handouts so going off memory for all of this!) Great little section that carved its way through some dense forest, did contemplate putting the lights on at this point! Also with the forest being so thick there was a healthy portion of mud to slip and slid on. Joint 6th fastest so back up into the top 10 fastest times after 1 and 3 being a little bit of a right off.

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PIDGEON POST

South West Endurance

Continued from Page 28

Northcombe 1-

Little run out on this one up towards Holsworthy and Bude. Great little test, nice and smooth with one keep left of a cone being very interesting! You had to slot 90 left into some bushes, and when I say into, I mean into/over/through and then hairpin right and the about a 45/60 left out back onto the track. Having a branch smack the screen in front of you does make you flinch a little! 4th quickest through here, good pace from Pat!

Quoditchmoor 1-

Had to drive down the side of a slippery field to get to this one and the start was quite muddy and slippery by the time we got there! Seeing the car in front slide down off the road at the start we tried to hug the left tree as much as we could when we left, but still slid down. 6th fastest

Witherdon 1-

Lovely test, very fast with a couple little rough sections. The straight down to the lollipop marshal was great! Shame there was a codeboard half way down it... A great little bridge in there as well which kicked you off to the left. One corner in there Pat knew from a previous year, calling out 'this is flat' when coming up to it, with my reply being 'I hope your f**king right!' in a laughing manor! But it was (with a healthy cut) 7th fastest.

Northcombe 2-

Back into the test with the bush! Second run through was great, giving it scandy flicks everywhere and we were rattling through! One massive slide half way in there but Pat managed to keep his foot down and keep the Nova under control! 2nd fastest through here which we were very happy with!

Quoditchmoor 2-

Fairly clean run through here. 5th fastest

Witherdon 2-

Probably my favourite selective of the day! There was a merge in there this time so we had two loops of all the run stuff like the bridge! Unfortunately catching a slower car who was on their second loop and then cutting a corner into a massive hole which knocked the exhaust out of the rear clamp, so we backed off a little to make sure it stayed on! We did have some lights come up behind near the end of the loop so I hope we didn't hold you up whoever you were, you still had a loop to go and we were fairly soon splitting apart so we didn't pull over. At the end we jumped out to put the exhaust back up, I think we had bent it a little as we had to use a jack to get it back up to hook into the mount, but it would hold for one more final test before the supper halt. Only 14th fastest.

Bellever 2-

Before this was the final spot to get fuel before half way through the road rally, so we topped up to make sure along with several others. When we pulled up at Bellever course closing car was there asking where we had been, I don't think they realised there was a fuel halt before as there must have been 6 or 7 cars still at the petrol station when we left. We were behind Alastair Barnes through here as we stopped for fuel. 30 second starts on this one. While waiting for our convoy there was two cars together down to the cone in front, which wasn't too far from the start, the 30 second starts looked to be too close in here. We set off and caught Alastair fairly soon, I personally think this longer test should have been run at 1 minute intervals to get rid of the fact several people were catching each other. We did manage to pass him on the split but when writing down the code board before the merge we got stuck behind 3 slower cars, so 4th in the convoy... Spoilt the test really as 2 of them were of their first loop and 1 on the second, but it's done now. Again, only 13th fastest.

And then back to Badger Holt! With the two hour delay at the start we were wondering what would happen here as the break was meant to be 2 hours. Road Rally held back 1 hour, so with our lateness this gave us about 35 minutes to listen to the briefing and have a quick look over the hand out... I'm glad we thought ahead and brought a sandwich at the previous petrol halt! We nicked some wire from George and Mike to make sure the exhaust stayed on (thanks!) and then off out again!



*Photo by M&H Photography,
<http://www.mandh-photography.co.uk>*

Bellevier 3-

Thankfully the route was a little shorter so no need for the convoy system at the start! We did see Pete Barnard here though! Unfortunately Roger was up the road in the ditch on the test! Pete said that Roger didn't know that the code boards were at 90 degrees to the road and drove past the first board, turning around to head back he pulled the handbrake after the board to face the right way and end up with the front in the ditch, stuck broadside on the track! When we got there George and Mike were in the ditch the opposite side! Mayhem! Roger civic was between the 'codeboard' sign and the actual board so it looked like they missed the board, tried to reverse to see it and got stuck in the ditch doing so! Unlucky boys! 10th quickest through here which I'm happy about seeing as there were 48 cars going through there now (a lot with chunkies) with the people who waited for the championship points section and all the road rally guys joining.

Onto the road rally now. I wasn't too confident with the map handouts, but who is with other peoples style of plotting? The start was incredible! The road on the map looked straight but the lanes were a complete different story! Tight and twisty! I'm not sure how the likes of Lucas and Rob got that big escort through some of them!

My calls were rubbish at this point! We were both getting exhausted but I was trying to keep up! We got beached on a triangle which caused us to lose a minute and then onto the flood...

First off, I do apologise to Andy from M&H Photography and the Marshals, being tired and then that happening I wasn't a happy bunny! We went in a little too hot and sucked up some water which stalled the engine and then it wouldn't start. So I jumped out to grab the tow rope, there was no way around with the water up to the bottom of the door, just had to jump in a wade through! We managed to get the car out (sorry to the guys behind who had to wait) and popped the bonnet to see what was going on! Was a little confused as we had no life from the battery at all, clock was off and the starter wouldn't even turn on. After unscrewing all the interior panels we found that the isolator switch, for some reason, had melted into the back of the switch and was in the plastic and not touching the metal, so we got that sorted and she fired up! We were down around 24 minutes at this point so we might have to cut. It made me chuckle that we got a time at the TC just after the flood but got a time of 1 minute early! So not sure what happened there! I should have noticed it but I was trying to concentrate on the map.

Harcombe 1-

The start of the test was delayed due to Jon and Andy's tumble! Glad your both ok! Car looked a little unhappy for itself when we saw it in the test! Nice test with some slippy and fast corners. Nice exit from the test! Was a incline up onto the A380 dual carriageway! Was a little interesting but was there someone down the road warning people? Saw some orange flashing lights? 9th quickest in here

Ashcombe-

This one almost ended in disaster! There were a few bumps in the first section hidden under puddles, so we tried to miss them. One was on the inside of the left hand corner and a moment of concentration loss from Pat caused us to go around the water a bit violently, causing the car to spin and come within inches of rolling down the bank to the right. Thankfully Pat managed to hold it on the handbrake and give it a little throttle to go into the bank on the opposite side of the road to save us. After turning around the tire marks showed how close we were, the closest to a big off in my rally career! 28th fastest through here.

Great Plantation-

Last test before the main petrol halt! Was a short sprint (think it was 0.8 miles) in the trees opposite the petrol station. 10th fastest, not too bad after our earlier scare!

And that was it for us! After our close call in Ashcombe we called it a day due to safety reasons! We were both just too tired and were going to have a serious incident sooner or later!

Great pace from Pat all day! Thanks a lot for the drive!

Thanks again to Andy and the two marshals at the flood for the help!!!

Thanks to South Hams MC, personally think it needs a couple things sorted but well done for making it run with the initial problems! I did think it was the end of the day by the look of some of your faces before you gathered us for the talk at the start!



PIDGEON POST

South West Endurance

Continued from Page 30



Photo by M&H Photography,
<http://www.mandh-photography.co.uk>

The Rali Llyn has always been a popular event. With a full entry of 90 cars with several reserves on standby Harlech & District MC had another brimming entry, with the top 25 all being within a chance of being in the top 5. But who would be on top by the end?

As usual the event started at Parc Glasfryn on the Llyn peninsula, with a lap of the go kart track to start the event off. Gareth Rhys Jones/Aled Wyn Jones, Andy Davies/Lee Taylor & Wyn Roberts/Lowri Davies all taking the quickest time with a 1:23, note that none were rear wheel drive.

Then there was a run out to the start of the lanes near Pontllyfni in the north of the peninsula. The route headed south over a tight bridge and down to the A487 to finish off the first section. Followed by a tight twisty section below Penygroes starting on a white and then hopping across the main road to the small yellows. The white has to be one of the smoothest whites the country, not the rough farm track I was expecting, but a smooth tarmac track with 1 speed bump (turned out that most of the whites around the Llyn were similar to this). Over the road near Nebo and this is where I made our mistake, missing the first slot left and missing a PC and a white and then hitting 2 rocks due to the caution not being called as I thought we were on the white before, so we picked up 1 fail, a puncture, snapped spring and bent strut here. The slot 90 right between the walls was very tight, the Imprezas must have struggled a little! Down along the yellow running next to the A487 into another caution over brow into split left, another slight moment for us.

The rally then slotted into the slippery lanes towards Bwlch Mawr and then south to Llanystumdwy, with a few more cautions and plenty of wet mud around this kept the drivers and navigators on their toes. A small section with some lovely 90's and tight corners near Chwillog followed before heading to a early petrol halt at Pwllheli. Several crews were already out with accidents and problems including Kevin Kerr/Huw Rhys Manion & Guto Ifan/Cadog Davies, two crews capable of a great result.

Back into the lanes near Penbodlas with some very quick straights and possibly the best farm section ever ending near Botwnnog! I don't know if it was me but it seemed to go on forever with around 10 hairpins, 5 or 6 90's and plenty of cow muck for the escorts to swing it around! Unfortunately for us the handbrake on the 309 wasn't the best so we had to do a few 3 point turns, along with the car being a little low with the earlier mishap we took it slow as we were bottoming out quite a lot. The route then twisted its way past Botwnnog and down to Rhiw with a lovely slot hairpin right on a white, again failed by us!

Onto a couple very fast sections between Aberdaron and Llangwnnadi with a handful of quick corners and a couple diagrams to make sure the navigators were still awake. Then back to Botwnnog and up through a farm to some more fast wide lanes to take then event up to the A497, one final small section near Pentreuchaf before heading to to the final TC and back to Parc Glasfryn for the finish.

What an absolutely brilliant event, which definitely lived up to it's reputation! A bit of absolutely everything thrown in with some of the best lanes I've been around and a very slick organisation from the organising crew made the event very memorable!

As usual there were several stories floating around at the finish, the battle between the two Golfs of GT/Dylan & Dude/Gwawr and Reian/Michael in the Ibiza sounding brilliant with only 9 seconds separating the three at the finish. Local crew Carwyn Evans & Dylan John Williams took the win in their Mk2 escort with Steve 'Bach' Roberts & Dafydd Evans just over a minute behind taking the expert class win. Mark 'GT' Roberts & Dylan Jenkins winning the front wheel drive battle at the front to take second expert and Reian Jones & Michael Gilbey just 2 seconds behind taking third in class.

The Semi-Expert class was won by Thomas Jones Thomas & Gwilym Wyn Evans in their Peugeot 205 GTi followed by Hugh Evans & Iestyn Williams around three and a half minutes later. 'Polly' & Chris Davies brought their Rover 200 back to claim third.

The Novices saw a win from Ioan Fox & Sion Tegid beating all Semi-Expert crews as well, a brilliant drive from them. Robert Williams & Peredur Davies drove their Vauxhall Chevette to second in class with Sion Higham & Tony Jones less than three minutes behind.

Just a quick thank you to Gareth Jones for the drive in the 309 GTi. The cars first finish and a brilliant drive once we got into the stride of it all! Also thanks to all the Marshals who were stood out in the cold night for us. And a final thank you to all the organising team from Harlech & District MC, a brilliant event which lived up to it's reputation, I will be back for a clean run!



Daniel Pidgeon, Nav – Car 59, Peugeot 309 GTi (49th o/a)



MINI man Steve Entwistle launched his 2014 campaign with a near-perfect result on the Tour of Cheshire. For the Rishton-based rally driver finished eighth overall and first Mini in the fiercely-contested event. As the first round of the HRCR (Historic Rally Car Register) Clubmans Championship, the one-day rally attracted the top crews from all over the UK.

And despite having had a five-month lay-off since his last event, and a field packed with Porsches and Ford Escorts, Entwistle was happy with the outcome.

"It's an ultra-competitive event which combines the speed of special tests and the discipline of

timed-to-the-second regularities, and to get a top ten result you have to be very good at both," explained Steve.

"We achieved what we set out to do, which was to get some mileage under our belts with the car and pick up some points for the championship. "We had a couple of problems during the day, which included a debatable penalty for stop astride on one of the tests in Delamere Forest, and we picked up a penalty for booking in early at one control. Without those, I reckon fifth could have been achievable."

The Tour of Cheshire saw Steve's iconic Orangebox Mini make its first appearance in 1293cc guise.

Originally built with a more modest 70bhp, 997cc engine, the new motor, built for him by sponsors Mini Sport of Padiham, boasts a significantly higher 100bhp. "With the extra torque and top speed, it's a different animal. The car was much quicker in the tests, particularly on tarmac, but, most importantly, the engine ran perfectly all day," he said. Entwistle and navigator Bob Hargreaves, from Cumbria, will contest the next round of the HRCR Clubmans Championship, the North Yorkshire Classic, on Sunday, March 23.



Results:

- 1 Andrew Mallagh/Paul Harley (Porsche 911) 567secs
- 2 Howard Warren/Iain Tullie (Porsche 911) 575s
- 3 John Ruddock/Andy Pullan (Ford Escort Mexico) 588s
- 4 Matt Warren/Guy Woodcock (Ford Escort) 605s
- 5 Andrew Buzzard/Robb Lyne (Alfa Romeo Giulia S) 638s
- 6 Paul Wignall/Mark Appleton (Alfa Romeo Giuletta) 639s
- 7 Jim Deacon/Ian Doble HRCR (MG B Roadster) 643s
- 8 Steve Entwistle/Bob Hargreaves (Orangebox Mini) 651s

Neil Johnson : Lancashire Telegraph



Knowl Dale Car Club Mini Miglia Road Run

Knowl Dale Mini Miglia ran on Sat 16th March. 40 cars gathered at NWA, Kirkby Lonsdale, before setting out on a 165 mile trip over moors of Cumbria and Lancashire into the Dales of Yorkshire. The crews were given the choice of using either Tulips or 'plot and bash' on OS maps. Whilst, they all had to gather answers to clues on the way around.

Leaving the start at 1 minute intervals, the crews travelled the short distance to Elm Tree farm, for a test around the farm yard. Dave and Grace Pedley set the fastest time in the MX5, Joe and Tim Cruttenden in the UP! were second. Terry Mills and Peter Whatmough third in the TBA special (KA). The test also took its first casualty, Alan Kitson's Imp (fuel pump problem.)

Heading North, over Shap, the route took the cars over the moors, calling in at the Creamery in Hawes for lunch. A couple of crews had fallen by the wayside, including the Mini of Andrew Mills, which took a dive at the Ford (see photo above).

After sampling the cheese at the Creamery, the cars set out for the second half.....back through Settle, to the finish at Bannies Fish and Chip Restaurant, Colne. A good result again for Dave and Grace. They were overall winners. NO FAILS. The rally was enjoyed by all the crews, testimony to the work Steve Warrington, Steve Tweedale, Deryck Pickup and John Clegg put in. Knowl Dale would like to thank NWA , Elm Tree Farm, The Creamery and Bannies.....and of course the travelling Marshals....

(Also see Grumpy part 1 : pg 37)





STEVE Entwistle has established himself as a serious contender for the HRCR Clubmans title after a startling result last weekend.

Well-known for his giant-killing performances in the little Orangebox Mini, the Rishton rallyman finished third overall on the North Yorkshire Classic, beating two Porsche 911s!

And Entwistle paid tribute to his navigator, Bob Hargreaves and his contribution in the car.

"It was a full-on day with 13 special tests and 6 regularities, but Bob was faultless and our result was as much down to his navigational skills as my driving," said Entwistle.

"I'm pretty chuffed with third, especially as I didn't really enjoy the event that much. We had lowered the suspension and put on road tyres in anticipation of the test surfaces. But they turned out to be very rough, so we should have left it with knobbles on."

Originally a 997cc Mini, the car has been transformed by a new 1293cc engine, built by sponsors Mini Sport of Padiham, which has boosted power output from 70bhp to 100 bhp.

The pair were leading the rally well into the afternoon, only to be pipped at the post when Entwistle dropped ten seconds after clipping a cone, then dropping another 20 seconds on a regularity.

But Entwistle and Hargreaves were the talk of the post-rally presentations, getting the biggest cheer of the night when they went up to collect their trophies.

"Orangebox has a long and chequered history when Roy Mapple was at the wheel in the 1960's, and looks like a bit of a mongrel. I'm certain some people have under-estimated how serious about winning this championship. I'm not sure they do now.

"Even Matt Warren, the winner and reigning HRCR champion went up to get his trophy and said 'I think we have some real competition this year with that Mini'.

The result has propelled Entwistle up to fourth overall in the driver standings, with the next round, the Ilkley Jubilee Classic taking place on Sunday, April 13.

Lancashire Telegraph

TOURING Car racer Adam Morgan will debut the stunning new WIX Racing Mercedes A-Class at Brands Hatch this weekend.

The Blackburn driver will be one of 31 drivers lining up on a bumper grid for the opening round of the Dunlop MSA British Touring Car Championship.

And Morgan, who finished seventh overall in the 2013 standings, would be happy to match that achievement this year.

"There are seven BTCC champions and a further six race winners in the line-up, so I'm under no illusions about how hard its going to be," explained Adam.

"However, the car has been faultless in testing, so we are going to Brands in a confident mood."

The Ciceley Motorsport-run team were bang on the pace at the Championship's media day launch at Donington Park last week.

As the first Mercedes to appear in the series for more than 20 years, the official reveal of the A-Class - which has been designed and built in-house by the Accrington-based team - was one of the most eagerly awaited moments of the season launch.

"I'm feeling quietly confident about what we can achieve this season with the new Mercedes," said Adam.

"We've only done a few tests, but have already shown some good pace and I think we are in a good position when you consider the limited running we've completed.

"The A-Class is absolutely unbelievable. Chief Engineer Paul Ridgway and the boys have produced the best car that I've driven and it keeps surprising me with how good it is.

"This is a big season for us, and the response we have had from everyone to the new WIX Racing Mercedes is fantastic. Everything has been positive and I can't wait to go racing and show what the car is capable of."

This is Morgan's third year in the BTCC, and after a difficult debut season, enjoyed a great 2013, establishing himself as one of the rising stars of tin-top racing.

It was no coincidence that the improvement in results came about after Morgan and dad Russell, a well-known rally and racing driver himself, decided to start their own team.

With a small squad of mechanics and engineers, led by Ridgway, and operating out of a unit in Accrington, Ciceley Motorsport are now one of the leading privateer teams.

"The car was built from a bare shell started back in September, so to get it where it is now is a major achievement for the whole team," explained Russell.

"But if we can be consistent and get into the top ten, then pick up podiums on the reverse grid races, then we'll be very happy."

Lancashire Telegraph

Jurby Stages (IOM)

ENCOURAGING START TO CHAMPIONSHIP

Cockermouth rally driver Richard Barnard, 26, managed to pull together a budget from his own resources and some much appreciated local sponsorship help from Eddie Shimings of Maryport and Flame Concepts of Cockermouth to enter the first round of the Manx Rally Championship on Saturday the 8th of May, the Jurby Stages, held in the north of the island. On this event Richard was co-driven by his dad, Andy, with the aim being to put some valuable championship points on the board from the off.

Seeded at number 15 in the 30 plus entry the aim was to at least finish in the top 10 and ideally higher up if possible.

This didn't seem achievable as on the first stage after a spin the engine stalled on the RABrallyesport Subaru Impreza and refused to fire up again. Eventually the engine burst into life but only after valuable time was lost putting the Cumbrian crew 18th after stage one. Stage two also posed problems for the Impreza crew picking up a puncture about a mile from the end of the stage requiring some steady driving by Richard to get the car over the finish line without too much damage.

After two stages the RABrallyesport crew were 14th overall so a lot of hard work was going to be needed to get into the top 10 but Richard went about his task with a vengeance and set some first class stage times for the rest of the day. Over the remaining 10 stages he was in the top 10 on all of them with 5th fastest being his best place but on the rest never being any lower than 8th fastest.

At the end of the day the RABrallyesport car came home 9th overall and collected a good haul of championship points to set up a good start to the year.

With the Manx Championship this year allowing team entries RABrallyesport have put together a mixed team of Manx and non-Manx crews and the Jurby Stages gave the team a super start to the championship with the 3 team cars of Dean Quayle, Richard Barnard and Walter Bridson finishing 6th, 9th and 14th leaving them in 3rd place on the team leader board after this first event.

The next round of the Manx Championship is in May, the Manx National Rally, but the Cumbrian drivers participation will very much depend on securing sufficient sponsorship to compete. Richard said 'We must find some additional support to supplement my own money going into the team to complete the whole championship this year. We will give any sponsor good value for money by providing them with super publicity and television coverage on Motors TV which now will be seen on Freeview thus enlarging the audience that will view it. Anybody interested in supporting us can contact me for further information on 07742 214106.'

Richard Barnard : WCMSC



Kirkby Lonsdale MC The Devils Own Historic & Targa Rally



Kirkby Lonsdale MC ran the Devils Own Historic & Targa Rally on Sunday the 30th of March (Yes Mothers Day!)

Last years event was the first Historic event that Paul Brereton and I attempted together in his Mk1 RS 2000. It was OK but since then I have undertaken a few of this type of Rally and soon realised that the 2013 event was not one of the best. 2014 and young (just turned 18) Ayrton Harrison (son of Tony from Bentham) asked me if I fancied sitting in with him on his first proper event.

WELL - I think I might have found a star of the future!

A brilliant ride. Skilfully driven, enjoyable and very quick and in only a 1litre bog standard Micra we managed to get 1st in Class & 7th O/A despite my 20s wrong slot on Waters Farm (& I thought I knew that road well) and hitting a cone on the 2nd run through Old Park forest (nr. Killington). The hit cone could have been my fault too because on the first run I said that we could have taken the chicane flat. On the second run it looked as though the cones had been put a little tighter together and it certainly was not flat through them (thats my excuse)

A total of 12 test had been set up and the improvement over last years event was very, very noticeable

Cracking good event that I would recommend to anyone

Maurice Ellison : Car 28

Pro-Rally.co.uk

1

So another month draws to a close and to be quite honest, I've not really had a chance to do much at all this month ! March is one of the busiest months in the car sales game and with a shortage of staff, it's fallen to some of the more senior members of our team to take up the slack and deliver the goods. Unfortunately that means luxuries like days off and early darts go out of the window! Anyone out there who fancies trying you're hand at the dizzy world of car sales, we are recruiting, you can email a cv to me at matthew.kiziuk@lookers.co.uk !!

Shameless plugs over, apart from driving Maurice up the wall with organising the **Primrose Trophy Rally**, the only other things I've been unto this month was a last minute entry on CDMC's scatter rally in my demo and a trip to Nelson for the SD34MSG awards night. So starting with the Primrose Trophy Rally. Everything is about done now for the rally just waiting for the final bits of PR work to coming apart from that the route looks fabulous not too many issues to resolve and we finally started getting some entries in including two so far from the Isle of Man.

The Primrose Trophy Rally runs on 26 April 2014 we are still taking entries and I would ask anyone who wishes to try their hand at the dark arts of plot and bash to think about giving this event ago. The navigation won't be Mensa level and will give you a really opportunity to try out this sort of rallying.

Last Tuesday Maurice and myself put a last minute entry in on the Clitheroe and District Motor Club navigational scatter rally. As my Rally car is still in bits, the only vehicle I had available was my demonstrator. Turning up at the start, we felt completely outclassed by all the rally cars there waiting to do the event. However the little diesel Citroen DS4 did us proud and we finished in second place. Apart from Maurice feeling sick because the car was bouncing all over the place the event was a fabulous success.

Finally this month I managed to make it to the SD 34 awards presentation. I received an invite from Alan Shaw as last year Lookers supported the SD34 championships. Upon arrival Alan asked if I would like to present some of the awards however I advised him that surely no one would want to receive an award from myself. Fortunately my colleague Melissa Humphries had come with me to the event and was more than happy to present the awards. I'm quite sure that all the drivers were a lot happier that they were collecting the award from her and they all enjoyed a little peck on the cheek and picture.

So with April over, my focus shifts to finalising everything for the Primrose Trophy Rally. It's really difficult trying to start a new event especially when we are attempting plot and bash navigation which seems to be disliked in this area. However we are trying to make this event a good training ground for anyone wishing to compete in some of the more difficult bottom Bash events available throughout the country. Once again I'd ask you that if you are thinking of trainspotter bash this event will provide a simple environment in which to learn the dark arts. I hope to see you on the night, we do require marshals anyone wishing to Marshal please contact Terry Martin on **0781-6184539 or terrymartin01@aol.com**

Oh and whilst I am doing plugs. CDMC have got **Tony Mason** as Guest Speaker on Tuesday the 15th of April. And just in case he has not already told you - he won the 1976 Lombard RAC Rally

Beaver Tales



Sean staggered home very late after another evening with his drinking buddy, Paddy. He took off his shoes to avoid waking his wife, Kathleen.

He tiptoed as quietly as he could toward the stairs leading to their upstairs bedroom, but misjudged the bottom step. As he caught himself by grabbing the banister, his body swung around and he landed heavily on his rump. A whiskey bottle in each back pocket broke and made the landing especially painful.

Managing not to yell, Sean sprung up, pulled down his pants, and looked in the hall mirror to see that his butt cheeks were cut and bleeding. He managed to quietly find a full box of Band-Aids and began putting a Band-Aid as best he could on each place he saw blood.

He then hid the now almost empty Band-Aid box and shuffled and stumbled his way to bed.

In the morning, Sean woke up with searing pain in both his head and butt and Kathleen staring at him from across the room.

She said, 'You were drunk again last night weren't you?'

Sean said, 'Why do you say such a mean thing?'

'Well,' Kathleen said, 'it could be the open front door, it could be the broken glass at the bottom of the stairs, it could be the drops of blood trailing through the house, it could be your bloodshot eyes, but mostly it's all those Band-Aids stuck on the hall mirror.'

Paddy was driving down the street in a sweat because he had an important meeting and couldn't find a parking place.

Looking up to heaven he said, 'Lord take pity on me. If you find me a parking place I will go to Mass every Sunday for the rest of me life and give up me Irish Whiskey!'

Miraculously, a parking place appeared.

Paddy looked up again and said, 'Never mind, I found one.'

I am going to have to stop asking the missus "How stupid can you be?" I think she is taking it as a challenge.

I was laughing my head off at my wife trying to swim earlier

.It must have been difficult though, with that bag of bricks tied to her feet.

The day before our wedding I took my Essex fiance aside:"Look," I said. "I have to tell you, before we met, I was.....well..... promiscuous"

"Oh cool!" she exclaimed. "I love Greek mythology!"

Held a coconut shell up to my ear and I could hear the sound of a one legged horse standing very still.

Mo's Mutterings

or
**Grumpy Old Git
Gets on his Soapbox
Part One**



March has had me all tied up getting things together for the Primrose Trophy Navigational Rally on the 26/27th of April.

As a fan (NOT) of Navigational Rallies this has been a difficult time for me. If it was down to me alone it would have been a pre-plot event, however, it wasn't all down to me and I have done all that I can to make it as simple a navigation event as possible and still comply with the requirements of the msa for this type of rally.

Only an idiot volunteers to organise a rally and in this department I am probably the most qualified person available. Who, other than a total nutcase, puts themselves up to help run a Navigational Rally when they have been so outspoken about other Navigational events. The proof will be in the pudding but I think the 'Navigation' is fairly straightforward and uncomplicated (a very, very long way away from some of the MENSA tests that some clubs give us) and we shouldn't see crews getting lost or on the wrong roads.

For the beginner / Novice Navigator who could be put off by the mere mention of Navigational Rally I think you will find the instructions easy enough to follow.

For the experienced Navigator who enjoys Navigational events this event might be a little on the boring and simple side but we hope to have made up for that with the route we have put together

On page 38 there is the 'template response' for the msa proposal for closed roads. Whilst I know that 'Closed Roads' is the way forward and I agree with it, I do have my reservations. I am concerned that it will be (one way or another) yet another nail in the Road Rally coffin.

I also fear that we won't run 'Closed Roads' in the same manner that is used in places like the Isle of Man or Ireland and that every Tom, Dick or Harry and Local Authority, Fire Brigade, Ambulance and Police Service will want to get in on the act as they sniff 'Closed Roads' as a source of extra revenue making the whole thing even more expensive than forest events.

Or am I just an old cynic?

At the end of the WCMSCs 12 Car Rally in February (I had a bought of Mal de Nav & we finished 5th) I got chatting to Ian Tullie. In 2013 he only won one event and that was the WCMSCs December 12 Car. He had had numerous second places but that was his only victory, a poor year for him. Ian started rallying in 1988 and between 1998 and 2003 he won 11 regional championships in the North and Midlands before moving more into endurance road and historic rallying. He did his first international events in 2006, including the Historic Acropolis and Classic San Remo Rallies, on the way to winning the FIA Trophy for Historic Regularity Rallies alongside Malcolm Pickering in a Sunbeam Alpine and Rapier. They repeated this championship win in 2008, winning three events outright – The Winter Trial, The Classic Marathon and The Cyprus Historic.

**I persuaded Ian to be CDMCs Guest speaker on
Tuesday 20th May - A night not to be missed**



Knowldale Car Club : Mini Miglia



Photo : Phil James PRO-RALLY

At the SD34MSG meeting back in January Steve Price (Bolton-le-Moors CC Rep) asked me if I fancied doing the Knowldale Car Clubs Mini Miglia with him.

Why not I said - I don't have much planned for this year (other than the odd 12 car with Dan Hurst) with Andys car in need of a new shell and the quacks still have not come up with a diagnosis for his illness plus my other regular ride with Paul Brereton is on hold till he gets himself back fit & well. So my first run out of the year was going to be in Steves **MICRA SUPER S model, backed by SP.**

Autos/Nissan Micra used parts sales..(Bolton)

When I looked at the regs I found that we were doing a 'Road Run' not a rally. How does that work?

Turns out that we had the option of using either complex navigation to find our way round or we could opt for the easier tulip road book with mileages.

Of course me loving complex navigation so much - I, and as I discovered at the finish, Charlie Woodward opted for the tricky navigation (Plonkers!) Anybody with any sense could see that the Tulip Road book was the way to go.

The problem with the tricky navigation was that you were required to answer questions to 'clues' as a means of proof of correct route used. If we had opted to use the Tulip system these clues were at exact mileages and therefore reasonably easy to identify. However if you were using the Navigation method there were frequently several possible answers between herringbone junctions, and on the very last section the clues were not even on the sheet. It took me far too long (and several missed / incorrect answers) to realise that we would be better off combining the two methods and looking out for the required answers at set mileages. Once I twigged this we didn't have a problem getting the clues other than Steve not being able to see the Micras tiny trip meter without removing his glasses.

So where did we go?. We started off from the new and quite posh premises of Kendal Auction Mart at J 36. A short 'optional Test' at Elm Tree Farm and then up past Rigmaden Farm and over Foxes Pulpit before heading to Howgill and then Bretherdale. Orton, Tarn Moor and the Ford outside of Crosby Garrett then Leases Ford were next on the route before making our way over Tan Hill, Stonesdale and Buttertubs to Lunch at Hawes Creamery. After Lunch it was Widdale, Kingsdale, Clapham Common, Swarth Moor, Pen-y-Ghent, Darnbrook, Malham, Wham, Tosside, Paythorne crossroads before finishing at Bannies in Colne for Fish & Chips.

A pleasant run out (and I am sure the 40 'competitors' enjoyed it) but what was the point. Maybe Knowldale can rustle up a few more tests for next year and run a 'proper' Targa Rally instead

Mo's Mutterings

or

Grumpy Old Git Gets on his Soapbox Part Two



A little about Chris Ellison (N.B. - No relation !)

Chris was first introduced to the world of rallying when 'nobot a lad' in November 1966 - he went to see the cars on the RAC Rally, check in at the Newby Bridge TC outside the Swan Hotel. It was early days of using forestry stages and you could service anywhere!

He remembers watching the BMC

mechanics roll a Cooper S onto its side, in the layby/bus stop on the main road near the TC, to gain easy access to the exhaust etc. Graham Hill was in an 'S' and his fellow grand prix star Jim Clark, was driving a works Lotus Cortina & both were doing well against the established rally stars of the day, before their exuberance brought retirement .

He was hooked from day one !!!!

On leaving school he worked for a Ford Main Dealer in Windermere, on the preparation and service of the companies race & rally cars – wonderful

Chris was a member of Furness & District MC and also on the organizing team of the RL Brown Rally, for many years a popular event in the Motoring News Championship, and also helped out with the Towers Leck Rally. He had a brief spell in the left hand seat in the mid eighties, doing selected rallies in the British National Championship, as well as a number of local stage events. His one & only win, was on the Solway Stages with Ian 'Speedy' Harrison in the famous 'Vileda' Escort – the 2nd placed driver protested and eventually took it to an RAC tribunal, who upheld the organisers decision. Disillusioned, he said farewell to the co-drivers seat soon afterwards !

Chris had been photographing rallies for a few years previous to this, so decided his future was through the view finder ! As a new kid on the block, its was always going to be hard to break down the doors to find a way in. After bombarding the likes of MN, with 'on spec' pictures from rallies up & down the country, they eventually caved in, and started to call him to cover events for them. Very soon his pics from road & stage, were being used by MN, Autosport and Rallysport Magazine, and a few books also. All this eventually led to a call from Colin Taylor (CTP / Colin Taylor Productions) the McKlein of the 70's & 80's, to join them on the Scottish Rally. He stayed with them for over 7 years !

Numerous trips to rallies on the World & European Championships followed, including occasional journeys to the Middle East Championship. The company had 4 full time photographers, and often up to 6 freelance photographers working on numerous other events. Clients included Ford, Toyota, Saab, Lancia, Opel & Rothmans, feeding their respective PR teams with endless pictures.

By the very early 90's, the writing was firmly on the wall for film, digital was developing strongly (a joint venture with Canon & Kodak) and was without doubt the future.

Chris had been there, done it, had the tee shirt many times over by now, admittedly he had grown tired of the never ending travel, and rallying was also going through big changes (Grp4 to GrpA etc) at that time too.

All his Nikon gear and darkroom was sold off, and he retreated to family life and the golf course !

Chris was a guest at a New Years Eve party some years later, when a well known friend in motorsport invited him to a business lunch, to chat about current motorsport matters !

Chris pondered his ideas for a while, but he just couldn't say no, its in the blood you know! New Canon gear was purchased, and he was on the road again.....

Chris now work regularly for Jakob Ebrey (the official photographer to the BRC) a number of other motorsport media outlets, take their pictures during the season also.

His son (Robin) started going to rallies when he was 8years old. Recently, he won the 2013 BRC Amateur Photographer of the Year. He's 16 now, and has ambitions in sports journalism, recently launching 'Apex Rally Media' – its almost time for him to take Chris to events perhaps !!

For the 6th of May I have managed to persuade **Chris Ellison** to come to **Clitheroe & DMC's** club night - not only to judge the members efforts behind the lens in a **motorsport photography competition** but also to offer tips and advice and a little critique of members motorsport photography efforts.

(It has also made the job of writing my usual load of drivel on these pages a lot easier - see Chris's brief history left). He will also be bringing a whole range of Photographic gear with him and examples of his work With a bit of luck we will also have his son Robin (winner of BRC 2013 Amateur Photographer of the year) there too

Competition Rules

1. Max of 4 photographs per entrant
2. Each Photograph to be A4 size OR you can email me your 4 photographs & I will transfer them to Disc, then those photographs can be projected onto the large screen
3. Colour or Monochrome
4. The decision of Chris Ellison as to which is the best motorsport photograph is his alone & final



Chris Ellison Photography 07572 - 449625

Out & About with Gemini

The Magnificent Golden Microphone Trophy

Les Fragle	G 3	30 Pts	Tony Jones	G 56	30 Pts
Eve & Graham	G 18	20 Pts	Peter Langtree	G 48	20 Pts
Ian Davies	G 23	20 Pts	Chris Woodcock	G 25	20 Pts
John Ellis	G 33	20 Pts	Lee Skilling	G 37	20 Pts
Ian Winterburn	G 4	10 Pts	Steve Coombes	G 5	10 Pts
Tony & Avril Lee	G 7	10 Pts	Keith Lamb	G 9	10 Pts
Mark Wilkinson	G 11	10 Pts	Chris Jarvis	G 12	10 Pts
Stuart Dickenson	G 13	10 Pts	Adrian Lloyd	G 14	10 Pts
Paul Henry	G 24	10 Pts	Alan & Les	G 39	10 Pts
Mark Dickenson	G 26	10 Pts	Duncan Stock	G 31	10 Pts
Derek Lord	G 44	10 Pts	Geoff Ingram	G 58	10 Pts

MAST STANDS

I know some of you have asked for Mast stands for the telescopic masts we use. I have been sent the attached photos along with the below prices. Anyone interested please get back to me or contact Kenn directly There will be 2 options - Fixed or Pivot and either Zinc Coated or powder coating:

Fixed - £45.00

Pivot - £50.00

To your Members

Plus P&P (if required)

I had to make samples to have coated and get a price the next one's I will have to produce a minimum of 10

Kind regards Kenn Almond, *Rhino Racing*
rhinoracing@talktalk.net



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2014 Events & Dates

11th May

John Overend Stages

Melbourne

17th May

Knutsford & DMC

Plains Stage Rally

8th June

Blackpool South Shore MC

Keith Frecker Stages

Weeton

29th June

Warrington & DMC

Envile 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



Act now to support the push for closed road motor sport

The UK motor sport community has come together in support of the MSA's campaign to facilitate closed road motor sport on mainland Britain, following the launch of a government consultation on the plans.

The MSA has been pushing successive governments to empower local authorities with the right to suspend the Road Traffic Act without having to resort to an Act of Parliament. Such an amendment would open up the way for competitive motor sport events such as stage rallies, sprints and hill climbs to take place on a limited number of British roads, as happens across most of mainland Europe.

Since Maria Miller, Secretary of State for Culture, Media and Sport, launched the consultation on 27 February, there have been hundreds of messages of support – particularly via social media – with everyone from world champions and grassroots competitors to volunteers, clubs, championships, events, venues and celebrities backing the campaign. There has also been extensive media coverage across national newspapers, websites and radio stations, as well as the specialist motor sport press. Rob Jones, MSA Chief Executive, hailed the consultation as a huge step forward for the MSA's long-running closed roads campaign. "This is the news that British motor sport has been waiting for," he said. "It represents a once-in-a-lifetime opportunity to change the landscape of our sport, allowing local communities across the country to host motor sport events and enjoy all the excitement and economic benefit they bring.

"However to make that vision a reality we need everybody involved in our sport, from competitors and volunteers to clubs and organisers, to respond positively to the government consultation before the 10 April deadline.

"The government's enthusiasm for closed road motor sport, and its launch of a public consultation, is the culmination of years of hard work behind the scenes, started by former MSA Chief Executive Colin Hilton. I would like to thank everyone that has contributed to the process so far. We now have to demonstrate the support that exists for closed road motor sport around the country."

The MSA has produced template responses to the consultation questions, which can be found on the following page. The simplest way to respond to the consultation is to copy and paste them into an email to msc@culture.gsi.gov.uk

(see page 36 for Template responses)

Stage rally opportunity for a young co-driver

An opportunity has arisen for an aspiring young co-driver to learn the ropes alongside an experienced driver on some of the country's top stage rallies this season.

RAFMSA driver Chris Daykin will be campaigning his Typhoon-liveried Group N Subaru on selected rounds of the 2014 REIS MSA Asphalt Rally Championship, as well as potentially venturing into the forests.

Wishing to give something back to the sport, Daykin is looking for a young co-driver to join him on the stages this year, allowing them to develop their skills on some of UK rallying's biggest events. The opportunity is open to 18- to 22-year-olds and ideally applicants will have experience of at least five 12-car/road/endurance rallies. A financial contribution will be required.

Those interested should send a brief CV and covering letter to southeast@gomotorsport.net by 31 March 2014.



Tickets are now on sale for Britain's round of the inaugural FIA World Rallycross Championship at Lydden Hill on 24-25 May.

Star names such as Petter Solberg, the 2003 FIA World Rally Champion, and MSA British Touring Car Champion Andrew Jordan, will be in action at the Kent venue - the Home of Rallycross.

"We want as many people as possible to share what's going to be an amazing, action-packed event – that's why we've priced our tickets so competitively," said circuit owner Pat Doran. "That said, we do have limited capacity, so we strongly advise those planning to come to Lydden to book early and take full advantage of the significant discounts we are offering in advance. We are expecting a complete sell-out."

Advance tickets cost £20 per adult, with free admission to accompanied children aged 12 and under. For further details or to buy tickets visit the website.

link to consultation: <http://bit.ly/1mHgBq3>

consultation – template responses

Q1. Do you agree with the proposal to give local authorities the powers to allow motor sport events on public roads subject to the local consultation?

If you disagree please give reasons.

Answer: Yes I agree. The UK leads the world in terms of motor sport with the industry generating an estimated £9bn for the economy annually and employing 41,000 people in 4,300 companies. Yet the UK lags behind much of the rest of the world, including the Channel Islands, the Isle of Man and Northern Ireland, in not allowing motor sport events to take place on closed public roads.

Allowing motor sport events to be held on closed public roads will provide an economic boost to host communities; support the growth of UK motor sport and the associated industry; allow engaging events to be created; and create a valuable platform for taking road safety messaging to the wider public.

Q2. Do you agree that local authorities should be able to close roads for motor sport events?

If you disagree please give reasons.

Answer: Yes I agree. Empowering local authorities to be able to close roads for motor sport events would represent a positive devolution of power. It will mean that local people, rather than politicians in Westminster, will be able to determine what happens on the roads in their region and will ensure that Parliament does not need to spend its valuable time debating whether or not to close a road somewhere in the country. It is an important principle that no organisation other than the Local Authority should be granted powers to close its roads, as this ensures that no event can be forced upon a region against the will of the locally elected Authority.

Q3. Do you agree that local authorities should have the power under certain circumstances to suspend the speed limit and applicable road traffic regulations?

If there are any traffic regulations you would prefer not to see suspended, please give reasons.

Answer: Yes, I agree that local authorities should have the power under certain circumstances to suspend the speed limit and applicable road traffic regulations. This is on the understanding that the road traffic regulations are replaced by established and robust sporting regulations, as laid down by the MSA and ACU, to ensure that all events are well organised, properly regulated and fully insured.

Q4. Do you agree that the Motor Sports Association and the Auto Cycle Union should be the “Authorising Authority” for any motor sport events on public roads?

Answer: Yes I agree. The Motor Sports Association (MSA) and the Auto-Cycle Union (ACU) both have many decades of experience of governing four- and two-wheel motor sport in the UK. The MSA is recognised by motor sport's world governing body, the Fédération Internationale de l'Automobile (FIA), as the sole national sporting authority for four-wheel motor sport in the UK. The ACU is similarly recognised by the Fédération Internationale de Motocyclisme (FIM) as the national sporting authority for two-wheel motor sport in the British Isles. They are the only organisations with the experience, knowledge and resources necessary to act as the Authorising Authorities for any motor sport events on public roads.

With the MSA and ACU as Authorising Authorities, only drivers and riders who have been formally licensed for competition by the governing bodies would be eligible to take part in motor sport events on closed public roads. The MSA and ACU licensing structures are suitably robust and rigorously enforced to ensure that licensed competitors are suitably competent to take part in the motor sport events they enter.

Q5. Do you agree that the Sports Ground Safety Authority could provide valuable expertise and guidance to ensure motor sport events on roads can be delivered safely?

Answer: No, I doubt that the SGSA would be able to add value in this environment. Both the Motor Sports Association (MSA) and the Auto-Cycle Union (ACU) operate comprehensive, long-established and successful risk management programmes for four- and two-wheel motor sport respectively.

Motor sport is a unique and complex sporting activity and requires specific experience and expertise to deal with its diverse events and venues, and especially to manage the risks associated with vehicles travelling at speed which is unique to our sport.

It seems unlikely that the SGSA would be able to offer anything valuable in this context over and above the experts from the MSA and ACU, other than perhaps the facilitation of a forum for liaison with the necessary statutory bodies.

Furthermore, the involvement of another body simply introduces an additional layer of bureaucracy that inevitably adds costs to organisers and competitors alike.



Rob Jones appointed MSA Chief Executive

The MSA has confirmed that General Secretary Rob Jones, who has held the position of Acting Chief Executive since October, will become MSA Chief Executive with immediate effect.

Jones, a solicitor, joined the MSA as General Secretary in 2006. He has held a competition licence since 1984, having been a rally co-driver and driver, a karting father and a circuit racer. He is President of the Ethics Commission of the world governing body, the Fédération Internationale de l'Automobile.

"This is a huge privilege and a great responsibility," said Jones. "I saw my first road rally when I was 17 and realised then that I wanted to be part of this sport, but could never have imagined that I would one day be appointed as Chief Executive of one of the most respected motor sport governing bodies in the world. It is difficult to explain what this means for someone with so many great memories in the sport, whether as a marshal or a competitor.

"There is so much going on currently; so much for UK motor sport to be excited about: the closed roads consultation; the significant growth of interest in grass roots motor sport; and additional initiatives to benefit the clubs and competitors. For me, the essence of this sport is safe and affordable enjoyment and I look forward to playing my part in shaping its future for the benefit of everyone involved."

MSA Chairman Alan Gow added: "Rob has been with the MSA for eight years and has proven to be an absolutely first-rate General Secretary. His knowledge of the sport is exemplary and his corporate governance credentials are also beyond reproach. We asked him to take the helm on an acting basis at the end of last year and since then he has clearly demonstrated that he is well equipped to handle the position on a permanent basis. I've no doubt that Rob will also prove to be an excellent Chief Executive for the Motor Sports Association."



Provisional Stage Rally Tyre List

The MSA has published the provisional Tyre List for special stage rallies held on unsealed surfaces from 1 January 2015.

The move is intended to help reduce the environmental impact of stage rallies on forest roads. The list includes options from the major manufacturers of first generation tyres. Remoulded tyres acceptable from 2015 will be added to the list later this year, which will complete the final list.

Mike Broad, chairman of the MSA's Stage Rally Tyre Working Group, said: "I am delighted that the Tyre Panel has been able to issue the list of approved tyres for unsealed surfaces in good time for the 2015 season. This gives competitors the whole of 2014 to use up any tyres they may already have that aren't on the list.

"If anybody has any queries over the future eligibility of their tyres, they should make direct contact with the manufacturers, who will be happy to help."

Tyre manufacturers have until 1 September 2014 to include new or modified tyre patterns on the list; if approved by the MSA Tyre Panel, such additions will be announced on the MSA website and included in the 2015 MSA Yearbook.

MSA seeks tenders for rally championships

The MSA has launched individual tender processes for organisation and promotion of a number of MSA British and National rally championships for a five-year period from 1 January 2015:

MSA British Rally Championship

MSA British Historic Rally Championship

MSA Asphalt Rally Championship

MSA English Rally Championship

MSA Northern Ireland Rally Championship

MSA Scottish Rally Championship

MSA Welsh Rally Championship

The ITT documents can be found on the MSA website. The deadline for submissions for each championship is 12.00 noon on Friday 11 April 2014.

New visual identity for the BARC



The British Automobile Racing Club (BARC), one the biggest MSA-registered clubs, has refreshed its corporate identity ahead of the 2014 season.

"We at the BARC are very proud of our 100-year-plus history and many of the achievements made

during that period"

Founded in 1912 as the Cyclecar Club, the BARC runs Croft, Pembrey and Thruxton, which recently unveiled a state-of-the-art new skidpan, plus the Gurstons Down and Harewood hill climbs, and operates more than 30 national championships including the Dunlop MSA British Touring Car Championship. The club has also revamped its www.barc.net website.

Simon Clark, club chairman, said: "The BARC is proud to launch its new identity, which embraces the first 100 years and will help enhance the Club for the next century. We at the BARC are very proud of our 100-year-plus history and many of the achievements made during that period - and as our new century starts, we thought it appropriate to look again at our image."

Technical Regulations

Withdrawn seat homologations

Competitors are advised of the following notice from the FIA, regarding the withdrawal of seat homologations:

For safety reasons, please note that the homologation of the following competition seats, whatever the manufacturing date, is withdrawn with immediate effect (make, model homologation no.):

GP-Race (ESP) TOP RALLY CS.159.06 GP-Race (ESP) TOP RALLY LIGHT CS.208.08 GP-Race (ESP) TOP CIRCUIT CS.207.08

As these seats can no longer be considered as complying with the FIA 8855-1999 standard, their use is prohibited in all cases in which compliance with the above-mentioned standard is mandatory. This decision will be published in the next edition of the FIA bulletin. Please note that a complete and up-to-date list of competition seats homologated according to the FIA 8855-1999 standard may at any time be accessed on the FIA website (<http://www.fia.com/sport/homologation>).

Regulation changes for consultation

The latest rule changes proposed by the Historic and Rallies Committees are now available for a consultation at www.msauk.org/regulations

Route note suppliers

Competitors are advised that the 2014 Registered Route Note Suppliers are:

- John Connor • Alun Cook
- Richard Archer • Brian Patterson
- Michael Patterson • Bill Sturrock

MSA Academy



Team UK's Elfyn Evans scored a stunning fourth-place finish in his fourth ever event in a World Rally Car, Rally Mexico, despite it being one of the season's most gruelling gravel rallies.

The 25-year-old M-Sport driver, co-driven by Daniel Barritt, combined speed with maturity to finish less than a minute and a half off the podium. "I certainly didn't come here expecting to finish fourth," he said. "Simply to finish would have been an achievement given how little experience we have on these kinds of stages and how many of the top drivers were caught out!"

"We put in some strong performances on some individual stages and identified a few areas for improvement as the weekend went on," he added. "It's all part of the learning curve and we're really looking forward to Portugal."

M-Sport boss Malcolm Wilson praised the Welshman's strong performance. "Elfyn is progressing really well and his fourth place, his best ever finish in the WRC, is thoroughly well deserved," he said. "He wasn't drawn into any unnecessary battles and did exactly what was asked of him. All in all a very mature drive from a driver who has the potential to do extremely well in the future."

King targets title tilt with renewed Carlin European F3 attack



Team UK racer Jordan King will fight for the FIA European F3 crown this year with the Carlin squad, which ran him to the 2013 British F3 title. The 19-year-old said he was delighted to remain with Carlin for the coming season. "We obviously made tremendous progress and enjoyed a great year together in 2013," he said. "And the team has put in a lot of time, effort and development over the winter to make sure 2014 is even better. I'm really settled at Carlin; I established an excellent relationship with all the guys pretty early on and my engineer Mark and I work together extremely well."

"That is already half the battle won, and when you're targeting the championship, the importance of continuity can never be overstated – particularly with a number of other drivers chopping-and-changing teams. I'm confident we can go into the first round at Silverstone and really hit the ground running – and hopefully come away with a win under our belts on home turf to kick-start the season in style."

Sébastien Ogier won a tough Rally Mexico to regain the lead of the FIA World Rally Championship.

The Frenchman headed a Volkswagen 1-2 finish, beating Jari-Matti Latvala by 1min 12.6sec to take a three point lead in the standings over his Finnish colleague. Thierry Neuville claimed a maiden podium for Hyundai after a dramatic finale when he twice stopped on the final road section to the León finish to top up his car's leaking radiator – with beer provided by rally sponsor Corona at the interim podium after the final stage!

Ogier, second in the start order, minimised his time loss on Friday morning's dirty roads before moving ahead with a stunning performance through the long El Chocolate stage in the afternoon when the tracks were cleaner. He ended the day 26.1sec clear of Mads Ostberg and when the Norwegian retired with broken rear left suspension after hitting a bank in Saturday's opening test, Ogier was in the clear. He reeled off five consecutive stage wins, before pacing himself to the finish, claiming fastest time in the final live TV Power Stage to earn maximum bonus points.

Having endured the worst of Friday's slippery roads after starting first, Latvala's chances of victory were slim. However, he too kept his time loss to less than expected and climbed from third to second after Ostberg's demise. Neuville was faultless on the first gravel rally for the i20 car. As others fell by the wayside, he kept out of trouble to climb the leaderboard and deserved his slice of luck to finish 4min 16.0sec behind Latvala after 22 stages and almost 400km of action.

Elfyn Evans claimed a career-best fourth in a Ford Fiesta RS on his first appearance in Mexico, 1min 20.7sec behind Neuville. Under strict instructions to drive for a finish, the Welshman was also flawless and was another to benefit from the troubles of others.

Martin Prokop finished fifth despite almost rolling his Fiesta RS this morning, while Mexico's Benito Guerra delighted his home fans to take sixth on only his second outing in a WRC car.

Chris Atkinson survived a troubled weekend to finish seventh on his first appearance for Hyundai, while Mikko Hirvonen, who retired on Friday with an alternator problem, and Ostberg took eighth and ninth after restarting under Rally 2 rules. The top 10 was completed by WRC 2 winner Yuri Protasov.

The only major casualty of the final leg was Kris Meeke, who broke the front right suspension on his Citroen DS3 after hitting a rock early in the final stage and ceded ninth.



Thierry Neuville - third after late dramas



Elfyn Evans - career-best fourth

Henning Solberg is the surprise name on a bumper 85-car entry for the Vodafone Rally de Portugal.

Solberg and co-driver Ilka Minor returned to the WRC in Sweden in February after a year's absence. The popular Norwegian driver finished seventh in a Ford Fiesta RS and hopes to be seen more often in the championship this year.

Solberg is one of 15 World Rally Cars entered. Ott Tanak is back for the second of three scheduled drives in a Fiesta RS after his R5 outing in Mexico, and Khalid Al Qassimi makes his second appearance this season in a Citroen DS3. As previously confirmed, Dani Sordo will drive for the newly-registered Hyundai Motorsport N team.

Nasser Al Attiyah - WRC 2 entry

There are 20 entries in the WRC 2 category, headed by championship leader Yuri Protasov. Among the new faces will be Qatar's Nasser Al Attiyah and Bernardo Sousa in Fiesta RRCs and 2013 JWRC champion Tidemand in a Fiesta R5.

Fourteen crews are entered for the opening round of the JWRC in Citroen DS3 R3T cars and 13 teams in the Drive DMACK Fiesta Trophy in Fiesta R2 cars. The rally is based in the Algarve holiday region on 3 - 6 April

Lewis Hamilton wins Malaysian GP, ahead of Nico Rosberg

Lewis Hamilton took a dominant win in the Malaysian GP to lead Mercedes team-mate Nico Rosberg to a one-two finish.

The Briton was in control from the start, converting his pole position into a lead at the first corner and controlling the race. Rosberg was unable to keep up, and concentrated on ensuring he stayed ahead of Red Bull's Sebastian Vettel. Ferrari's Fernando Alonso took fourth after Red Bull's Daniel Ricciardo hit trouble.

Force India's Nico Hulkenberg was fifth.

Hamilton dedicated the win to the families of the passengers lost in the disappearance of flight MH370.

Team-mate Rosberg added: "I got a great start and that allowed me to get into second place. In Turn Three I got a bit sideways, plenty of action there - but it worked out well. Then it was just a question of trying to keep up with Lewis, but he was a bit too quick today."

Ricciardo was running fourth as he came in for his third pit stop on lap 40, with 16 laps to go.

But he left the pits before the left-front wheel had been properly secured and had to stop in the pit lane and be pulled back by his mechanics for the wheel to be properly attached.

The delay cost him an entire lap to Alonso, who was close behind when Ricciardo pitted. Three laps later Ricciardo suffered a further blow when his Red Bull's right-front wing mount failed and he had to tour round almost an entire lap before pitting for it to be replaced.

He was then given a 10-second stop-go penalty for the unsafe release from the pits, before retiring with five laps to go.

To add to the Australian's woe, he was handed a 10-place grid penalty after the race for the same offence, which will affect his starting position on the grid in Bahrain next week.

A good start by Ricciardo from fifth on the grid had put him third on the first lap behind both Mercedes drivers and ahead of Vettel and Alonso.

Vettel passed him at the start of lap three and Alonso followed closely until the first pit stops.

Stopping one lap earlier than Ricciardo meant Alonso was narrowly ahead as the Australian emerged from the pits, but the Red Bull re-passed the Ferrari into Turn Two and was able to edge ahead more effectively than during the first stint, holding the position until hitting trouble.

The Mercedes cars were well clear of the action behind them, and Hamilton was in a class of his own at the front. He pulled out two seconds on the first lap, and was four seconds ahead of his team-mate by lap three, after which he was able to measure his pace while still edging clear.

Hamilton underlined his superiority with a fastest lap with three laps to go, 1.5secs quicker than anyone else was lapping at the time. He also used less of his 100kg fuel allowance than any other driver in the top 10.

Hamilton retired from the first race of the season while Rosberg won, and victory at Sepang reduced his deficit to his team-mate in the championship to 18 points.

Behind him, Rosberg struggled in the initial stages with overheating rear tyres and had to be wary of Vettel behind him throughout the race.

Vettel kept his countryman in sight through the first pit stops and the second stint of the race, and when he stopped for the second time on lap 31, a lap ahead of Rosberg, he was less than a second behind the Mercedes.

But Rosberg again began to edge clear, pulling out 1.7secs over four laps, to lap 37, to consolidate second place.

Rain threatened as the race headed towards its closing stages, but a few drops with around 16 laps to go did not turn into the usual tropical afternoon deluge.

Hulkenberg tried to beat Alonso by doing only two stops to the Ferrari's three, but on fresher tyres the Spaniard was comfortably able to close the 14.3-second deficit after his final pit stop, made with 12 laps to go.

Alonso was consistently two seconds a lap faster and he passed Hulkenberg for fourth on lap 53 after a brief but spirited defence from the German.

McLaren's Jenson Button took sixth from the Williams of Felipe Massa, who ignored a team order in the closing stages to let Valtteri Bottas past so he could challenge Button.

The second McLaren of Kevin Magnussen was ninth after needing a new front wing early in the race following a second-lap collision with Kimi Raikkonen's Ferrari, which also earned Magnussen a five-second stop-go penalty.

The incident caused Raikkonen a puncture and dropped the Finn to the back of the field. He recovered to finish 12th, behind Toro Rosso's Daniil Kvyat, who took the final point in 10th for the second race in a row, and Lotus's Romain Grosjean.



So tell me...

When does this "old
enough to know better"
thing kick in?

FB/Sue Fitzmaurice, Author

The 6th Flying Scotsman

Friday April 4th – Sunday April 6th



The 6th Flying Scotsman has a totally new route this year - a "Great Northern" edition, starting further north (the Forest of Arden between Birmingham and Coventry), overnighting in Altrincham, at the end of the first day on Friday April 4th, then Peebles, before finishing in Gleneagles north of Edinburgh on Sunday.

There are 110 pre-war Vintageants, ranging from several cars with seven-litre plus engines, the smallest is an agile and ultra-rare MG K3 racer of 1100cc. With some glorious stuff in between.

This is a unique event - cars are coming from as far as America and Canada.

Bob Hargreaves is our new Chief Marshal, (Bob Redhead is his wing-man), they are short of marshals who can confidently run controls for the Friday and the Saturday. Bob H can be emailed on bob.hargreaves@btinternet.com

If you cant work the clock or the check-sheet you are welcome to come and give a hand. Period dress please - and if going into Lancashire you wont be allowed in without a flat hat



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



33 Acresfield Road,
Middleton, Manchester. M24 2WT
0161 643 0151 or 07973-816965
email : gazzard.accts@btinternet.com

Classic Corner



- 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

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

Sunday 13th April

NESCRO

North of England and Scottish Classic Rally Organisers



2014 CALENDAR :

Ilkley Jubilee	13 th April
Pirelli Historic	3 rd May
Berwick Classic	3/4 th May
Shaw Trophy	15 th June
Lake District Classic	29 th June
Summer Lanes	TBA
St.Wifrids Classic	3 rd August
Durham Dales	7 th September
Doonhamer	28 th September
Illuminations	18/19 October
Solway Classic	19 th October
Hexham Historic	25 th October

Berwick & D.M.C.

The 2014 Berwick Classic

Saturday 3rd / Sunday 4th May

Regulations will soon be available for this year's Berwick Classic Rally. Held on the weekend of the 3rd / 4th May the event will start with a short Leg 1 on Saturday in the early evening. Crews will tackle two regularities and four tests in a 60 mile route starting in Berwick upon Tweed at 16.30 hrs and returning to the town at 19.30 hrs. After a leisurely start on Sunday morning crews will head north into Berwickshire and East Lothian for some challenging tests and a couple of regularities before finishing at Whitekirk Golf and Country Club. In the historic event there are classes for historic cars built up to 31.12.1985 and there will also be a Targa class for more modern vehicles which comply with road rally regulations.

Ecurie Cymraeg

23rd LEUKAEMIA HISTORIC RALLY

10th May

This year the event will drift from its traditional base with a move to the east of Gwent for the start and finish venue. Having learned from last year that one person's idea of "grading" differs from another's, the facility at St Modwen's will not be used. Instead more sympathetic test venues have been sought out. The event will retain its regular format with a mixture of special tests and regularity sections with straight forward navigation. This year we will offer circa 20 tests and 7 regularities and hope you agree that the amount of competition represents good value for money.

The start and finish this year will be based at the popular Chepstow racecourse, which will also be used for several tests at the start and finish of the day. We have been speaking with the Hampton Manor Hotel at Magor where we hope to hold Friday evening's documentation. Rooms will be available at a cost of £70 for a twin room (including breakfast)

NOTICE OF APPRECIATION

All disciplines of Motor Sport rely upon Marshals, without whom Motor Sport would be impossible. The responsibilities of a Marshal vary from event to event, especially in the different forms of rallying. Primarily the Marshal's duty is to the safety of the Competitor, the Spectator, general public and the sport – not a small responsibility by any means. REGS : www.leukaemiahistorically

Cheltenham Motor Club
Get it Sideways Stages Rally
Saturday 5th April 2014
Down Ampney Airfield.

regs and entry forms can be downloaded from:
<http://www.cheltmc.com/rally.htm>

Entry Sec

Phil Cork entry@cheltmc.com

Event Sec

Rich Clayton rally@cheltmc.com

Marshals Contact

Matt Langford marshal@cheltmc.com

Radios Contact

Pete Henness peterhenness2@btinternet.com



Classic Tracks Rally
25th May 2014.

The approximately 80 mile route will use metalled and un-metalled roads on OS maps 145 and 146. There will be 75 entries available plus a reserve list of 15 entries. The entries close on the 4th May 20
Regs : www.llandysulmotorclub.co.uk



Myerscough College
Open Day and Country Fair
Sunday 8th June
Clitheroe & DMC



AUTOTEST & PCA

Regs available from
www.cdmconline.com

SD34MSG

Wednesday 21st May
(3rd Wednesday of every other month)

8-00pm,

Hartwood Hall Hotel, Chorley. PR6 7AX
Just off M61 at J8 : 109 / 583 181

ANCC

AGM

Monday 7th April
8.00pm

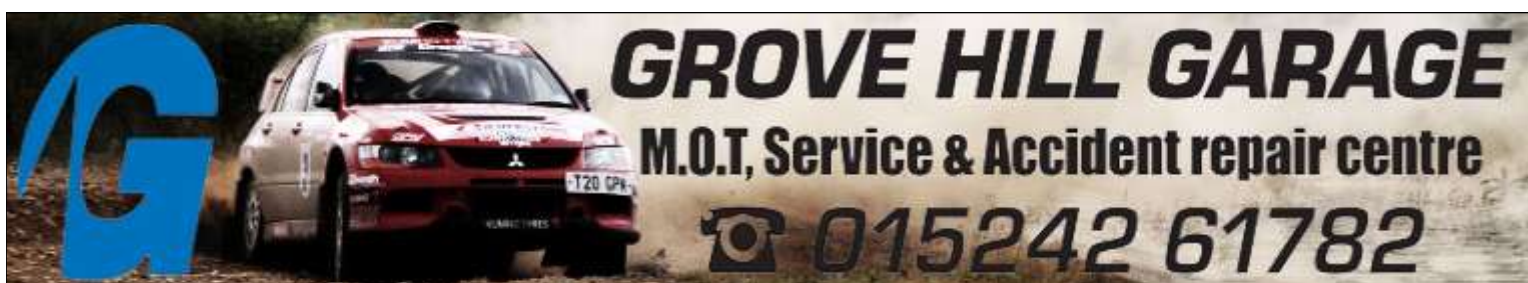
Cleckheaton Sports Club, BB19 3UD



Next Meeting

Monday May 12th 2014
8.00pm

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



Aberystwyth and District Motor Club Ltd.

Cambrian Hyundai Night Owl Rally

26/27th April

We would like to take this opportunity to welcome aboard our new event sponsor and thank them for their support. We would also like to thank E&M motor factors for their support over the past years.

As Organisers, we are proud that the event is again in the WAMC Road Rally Championship, ANWCC Road Rally Championship and WBCC Championship.

This year's event, as with previous years starts and finishes in Aberystwyth and with a young, vibrant new team of organisers (under the watchful eye of some more seasoned organisers) we hope to put on a testing route of some 125 miles on OS map 135 and 146. Which will feature several tests. Regulations will be available of ADMC website or ANWCC website

HEXHAM & DISTRICT MOTOR CLUB

Recognised By The M.S.A.

BIG CHANGES IN STORE FOR JOHN ROBSON

October 25th

The John Robson Rally, the penultimate round of the SD34 Road Rally Championship, will undergo a radical shake up following feedback from competitors who competed on the 2013 rally, an event memorable for the horrendous weather that persisted all night, rendering competitors, and particularly marshals, battered and soaked while the organisers had to contend with route boards disappearing in the force 8 gale and time cards that more resembled blotting paper.

A date change sees the event now running on October 25th while a change of location will see the event moving further West and running mainly on OS sheet 86 while the organisers are hoping to reinstate the popular "City Centre" start in Allendale Market Square providing the local council have finished their planned refurbishment of the area. The John Robson will retain its early evening start, with the possibility of a couple of tests getting the proceedings underway. The bulk of the event will, however, consist of a 90 mile road over the finest Northumbrian roads with route instructions issued at the start and halfway point.

One major change will be to the Route Boards used on the event, these are being totally redesigned and, apart from being larger, clearer and easier to see, will be located in locations that are adjacent to the route and easily visible to crews. Also totally designed are the rallies time cards, this mainly for the benefit of the results crew as they seek to produce times and positions ever more promptly.

As ever, and in keeping with its title of "The World's Friendliest Rally", the John Robson will finish at a warm and welcoming country hostelry where the usual Hexham "After Rallye" supper will be enjoyed, along with a glass or two, before the awards presentation. The organisers are confident that 2014 will see them continue to keep the event entry fee below £50, making it outstanding value and well within the reach of the clubman competitor.

For further details please contact :
Ed Graham @ Edgraham01@sky.com

Teifi Valley Motor Club

RALI BRO PRESELI RALLY

12TH / 13TH APRIL 2014

Teifi Valley Motor Club Limited welcomes you to the Rali Bro Preseli Rally 2014, which is being sponsored by Arjay Factors (Cardigan) Ltd and Robins Taxis (Cardigan). Navigation will be in a simple and straightforward pre-plot format. Competitors will be given two hours to plot the route. Expert navigators will be on hand if help is needed. We will also hold a basic navigation training evening on March 21st for the "first time navigators" or "rusty" navigators. For details and booking phone Delyth Davies – 07855 273910 between 18.30 – 21.30 hrs only. Please take time to read these **regulations** properly before filling in the entry form – some parts, especially the classes, are different to normal. Also please make sure, wherever possible, that the entry form is completed fully – it may affect your entry being accepted. This does include your marshal's details. No TBA drivers or navigators will be accepted.

Regs : www.teifivalleymotorclub.co.uk

Matlock Motor Club

Kick Energy Rally of Derbyshire

5th/6th July

Matlock Motor Club will be again running the KERoD, keeping the no snow summer date of 5th/6th July 2014. The route will traverse map 119, with a simple, no nonsense format, keeping the same formula as previous years. I can confirm that it is a round of 5 championships this year - ANEMMC, ANWCC, ANCC, AWMMC and SD34.

As many of you have pointed out, Le Tour passes through South Yorkshire on the same weekend. In fact the Le Tour route begins on the Sunday in York, finishing in Sheffield. We should all be tucked up in bed well before the bikes even make it to South Yorkshire. I don't anticipate that we will experience any Tour traffic either given the timings and routes. If anyone is interested in spectating after the rally, have a look at the website:

<http://letour.yorkshire.com/stage-2>

More info about the KERoD to come in the next few months!

Clitheroe & DMC

Primrose Trophy Rally

April 26 / 27th

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

O/S maps 103 & 98

110 Competitive miles

Start and finish at M65 Services J4

Regs available on line at the CDMC Website

www.cdmconline.com

Marshals wanted

Contact : Terry Martin

terrymartin01@aol.co.uk

Devizes and District Motor Club

MYOTIS RALLY

19th/20th April

Devizes and District Motor Club is pleased to announce that it will be running the MYOTIS RALLY this year on 19th/20th April 2014 starting and finishing in Devizes, Wilts. This will be the fourth round of the ASWMC 2014 Navigational Rally Championships. This announcement is a little early but we wish to clarify any confusion there may be about the date. We want potential competitors, marshals, supporters old and new to get the date firmly in their 2014 diaries. It is the Easter weekend, but is the date we have been allocated for use of the private land by the landowner. Those of you of more 'mature years' will remember the Chieftain Rally running on Salisbury Plain on the Easter weekend. Coincidentally, the first CoC of the Chieftain Rally is the CoC of the Myotis Rally...

For those of you unfamiliar with the style of this event, it's a navigational rally where most of the competitive sections will be on roads that have been built to 'all weather standard' for military use and are similar to the best forestry roads. The route passes a hand full of houses and areas of habitation. Our aim is to again run an event in an area of Southern England that very rarely sees a rally car. We've also demonstrated over the last four years that this is not an event that will damage your car and the roads will be less harmful to wheels and tyres than some events held in the lanes.

The event will build on the success of the last four years as we continue to strive to produce a challenging event for you. We were delighted with last year's positive feedback. So, we think we have now got the format just about right for you the competitors: no plot and bash, pre-printed marked maps for all crews. There will be tests timed to the second that will be held on private land. Again, we have managed to find you some new and previously unused for rallying of any sort, lovely, deserted, military roads. Because of this we will not be using some of the faster roads from the first two events. It will be fun! In all, the route will be about 130 miles.

A quality breakfast of the Full English type will be included in the entry fee!

Some key messages.

Date is definitely 19/20th April 2014.

Limited mileage run out from start and back to finish- all competitive mileage on private land

You will pass only a hand full of occupied properties and are unlikely to encounter other road users or law enforcement agencies

There will be a Clubman event/class

This year we are restricting entries to a maximum of 50 [for logistical reasons relating to the route]

We are holding the entry fee to the same as last year Professional partners providing a results service from our friends at rallyroots.com and images from Andy at M and H Rally Photography

Phil and Liam going for a hat-trick...reckon YOU can beat 'em then?....

We will again be supporting the Wiltshire Air Ambulance.

Regulations will be available soon at
www.ddmc.co.uk

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

Tour of Hamsterley,

Saturday 26 April

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

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

After a visit to service, a brand new three-mile stage will be run twice back-to-back, covering a mix of asphalt and gravel. After another visit to service, the rally will conclude with a second visit to the three stages in Hamsterley. The plan is to start at 9am on Saturday, with the first car back at finish by 4pm.

Web: www.tourofhamsterley.co.uk

The Pirelli Carlisle Rally

2nd - 4th May

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

Scrutineering and documentation will take place at Borderway Auction Mart, located adjacent to exit 43 of the M6,

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

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



Unit 5 Barfs Road
Distington, Workington
Cumbria, CA14 5TG

T: 07742 214106

E: info@rabrallyesport.co.uk

Visit our On-Line shop at
www.RABrallyesport.co.uk



Dave & Julie Harwood at
Road & Stage Motorsport Ltd. Whitegate,
White Lund Industrial Estate,
Morecambe.

Happy to help with all your rally needs.
Just call or Telephone,
You are always welcome.
Tel: 01524 844066

www.rsmmotorsport.co.uk

Email: sales@rsmmotorsport.co.uk

**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>

**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.

**North Wales Car Club
Winter Challenge
New Date
April 12/13**

The Winter Challenge was postponed in January early this year is now being run on April 12/13, 2014 maps **115/116** by North Wales Car Club, There are 15 entries still there from January and many more wanted, Regs will be out soon.

www.northwalescarclub.co.uk

All welcome and a round of the ANWCC road rally championship.

Marshalls please contact Ian Jones on 07876223601.

**Morecambe Car Club
The Bobby Parkes Memorial TT
(Tour & Tests)
24/25th May 2014**

The Morecambe Rally
National 'B' Road Rally
26/27th July 2014

The Illuminations Rally
National 'B' Road Rally
18/19th October 2014

13-16 NOVEMBER 2014

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13th - 16th November

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 The hugely popular Wales Rally GB National, encompassing the best of the WRC stages, is the perfect end to the national rallying season.

WIN YOUR ENTRY WITH THE ROAD TO WALES
 The Road to Wales continues for 2014 with free entries to Wales Rally GB for the winners of the MSA British Rally Championship, as well as free Wales Rally GB National entries for the winner of each of the MSA English Rally Championship, the Pirelli MSA Welsh Forest Rally Championship, the ARR Cralb MSA Scottish Rally Championship, the McGrady Insurance MSA Northern Ireland Rally Championship and the BTRDA Rally Series.

Wales - Heart Country

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Trackrod M.C.
Lookout Rally
 Melbourne Airfield
 April 6th

Regs are now available for the Lookout Rally, to be held at Melbourne Airfield on April 6th.

We have tried to keep the entry fee as low as possible - now held for 3 years at the same price - we are still aiming for 8 stages, about 58 miles in total.

We are presently working on the venue - more concreting - and will be doing so right up to the event.

Entries can be made online, visit <http://www.trackrodmotorclub.co.uk>

for details

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The Bradford Classic and Performance Car Show

Saturday the 16th of August

is looking to expand a bit more than last year's event and hopefully attract a few more different vehicles to the regular displayers at the event.

We're trying to gather some of the following to display alongside us on the day:

Rally cars

Hillclimb (production and specials) cars

Classic cars

Hot Hatches

Anything unusual that you might have

With Steve Johnson's help we'd like to put Go Motorsport in the thick of the action to promote not just ourselves but all the local clubs across the north and we'll also have our local motorsport rescue unit, Calder Rescue, displaying on the day too.

If anyone can help and aren't competing that weekend/day then please get in touch with Frazer Metcalfe (frazer.metcalfe@rotatingferrets.co.uk) or myself (mark.smith@rotatingferrets.co.uk) and we can liaise with the organisers to give you all some room if you can make it with your pride and joys.

Regulations for the 2014

6R4.com Three Sisters Rally Challenge

can be found at 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 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.

Mablethorpe & District Motor Club Wolds Rally

22nd June

Mablethorpe & District Motor Club are pleased to announce a new event for 2014. The event to be named the Wolds Rally will be a single venue event for 2 wheeled drive cars only and restricted to 45 cars. It will be held at the ex RAF Ludford Airfield in the Wolds of Lincolnshire. The event will take place on Sunday 22nd June 2014.

The last time the Wolds Rally ran was 2007 at ex RAF Swinderby and had run for eight year before that. MDMC are delighted to resurrect the event and Clerk of the Course Mick Smith said "It's nice to have a Wolds Rally again following its demise as a multi-venue event in 1991. We are looking forward to welcoming competitors back to Lincolnshire."

Entries will be at a premium so competitors are advised to enter early when regs are available online at www.mablethorpedmc.co.uk in early April.

DOES YOUR EVENT REQUIRE RADIO SAFETY CREWS

contact

Gemini Communications

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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 discount against your next van or car.

Matt Kiziuk

Duncan Littler

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

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Alan Shaw	Marshals
Les Fragle	Individual
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(not an easy job keeping track of all those events and competitors from so many different clubs)

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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 May edition is Monday the 28th April which is due out on

Monday 30th April

PLEASE Email Reports etc. to

Maurice Ellison at : sd34news@gmail.com

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



9th & 10th May 2014

The Manx National Rally is a closed road asphalt rally, which takes place on the Isle of Man over the 9th & 10th May 2014. The Manx National Rally is open to both National "A" & National "B" Licenced Competitors.

New for 2014, the Manx National "B" Rally has been rebranded as the Chris Kelly Memorial Rally which is in memory of the club's former Chairman.

Also there will be a one day event on the Saturday called the Manx Challenge Rally. Manx National Rally - Open to National A Licence holders and above. Chris Kelly Memorial Rally - Open to National B Licence holders and above. Manx Challenge Rally - Open to National B Licence holders and above.

Sailings for this event have been allocated through IOM Events for a list of availability please contact reservations on 01624 664460

See more at: <http://www.manxautosport.org/pages/manx-national-rally.aspx#sthash.mehafTmm.dpuf>



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SD34MSG Road Rally Championship
KLMC Alex Wilson Cars Road Rally Championship

