

March 2014



Steve Hudson / James Chaplin : SS1 Trax



www.rallyrev.com

www.sd34msg.org.uk



Motor Sport Group

Volume 04 Issue 03 March 2014 Maurice Ellison

Chairmans Chat

The season is well and truly under way with events in most disciplines having taken place and it's good to see that the number of championship registrations has already reached 50+. There are several reports from the North West Stages Rally inside so all I'll say is very well done to all the enthusiastic marshals performing their duties in some awful weather. At Weeton in the afternoon it was sheeting down and the Arrival Control was under water, even one of the competing Landrovers got stuck in the mud !! Thankfully at Blyton for the Jack Neal Memorial Rally, where I had a change from radio duties and helped at the Flying Finish, it was sunny although windy as it often is in flat Lincolnshire. As you will have seen from the flyer distributed some time ago, and included again inside, the **2013 Championship Awards Presentation Evening will be on Friday 28th March at Nelson Cricket Club with special guests Tony Harris and Justin Birchall from Race2Recovery**. I would like to see a good turnout for what will be a great evening so I encourage you to get your tickets ordered, at just £7, as soon as possible. Let's be able to hand over a worthy donation to the team.

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

Lookers Citroen in Preston



Gazzard Accounts Ltd

33 Acresfield Road,
Middleton, Manchester. M24 2WT
0161 643 0151 or 07973-816965
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SD34MSG - Member Clubs & contact details



Accrington MSC

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

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Stockport061MC

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 Tel. : 07879-657580
 Website : www.stockport061.co.uk

Wallasey MC

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 Tel. : 07989-616546
 Website : www.wallaseymc.com

Warrington & DMC

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

Wigan & DMC

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2300 Club

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 Website : www.2300club.org





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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
the distribution list (20 X 100 + 5000 = 7000+ readers)
All advertising revenue helps to fund SD34MSG
Contact either Les Fragle, Maurice Ellison or Steve
Johnson for more details

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01995-672230 les.fragle@gmail.com

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WANTED YOUR Clubs:-

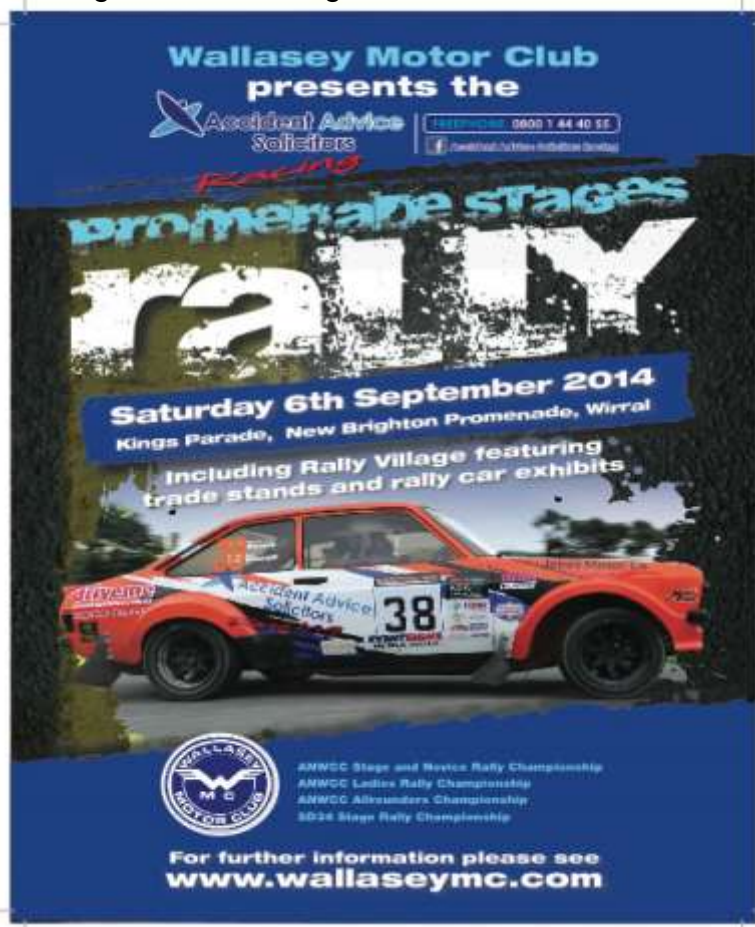
News, Views, Reviews, Club Profiles, Events,
Birthdays, Anniversaries. Club Nights

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,
Bridge St, Port Sunlight CH62 4UP



The Club Meets at 8pm onwards

Every Thursday at

Rising Sun, Hazel Grove.

The 4th Thurs of the month is an 'Away' event

Dinner Dance 2014

You are cordially invited by the Committee of Stockport 061 Motor Club to our Awards Presentation Evening – the evening will take place at Alma Lodge Hotel, 149 Buxton Road, Stockport, SK2 6EL on Saturday 15 March 2014, gathering from 19.30 for the meal at 20.00.

To make the event a memorable night and encourage all the members to attend the Club will be subsidising the evening – as an added bonus we are offering the tickets on a BOGOF "Buy One Get One Free" basis – £30 for 2 tickets for a 4 course meal – £15 a head!

The dress code is Dinner Jackets or Lounge Suits. We will be holding a raffle on the evening; it would be appreciated if all guests could bring a raffle prize.

We would ask you to make an early application – the closing date for ticket applications will be 1 March 2014 and we must be strict as we need to give the hotel exact meal requirements – so, no late applications please!

To book tickets, please email mark@stockport061.co.uk attendee names and menu choices with payment of either cheque (£30 per 2 tickets) or transfer £35.00 to info@stockport061.co.uk per 2 tickets via PayPal.

Lancashire A.C. Diary Dates



March

Fri 7th - 112th LAC Dinner Dance and Presentation.
(Mitton Hall, Whalley)

April

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

March

14th Mechanical Mayhem Pitstop Games
16th Awards Presentation Night

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 Tranters Teasers (Quiz)

November

14th Guest Speaker (TBA)

December

12th AGM & Social

Bolton-le-Moors MC

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



Thursday, March 6

Quiz

Friday, March 7

2013 BLMCC Awards Presentation Evening

Thursday, March 13

Marshals Meeting

Sunday, March 16 8:00am

BLMCC Autosolo/PCA Autotest

Thursday, March 20

Indoor Autotest/Sprint

Thursday, March 27

March Committee Meeting

**BLMCC present Cheque for £750 to
North West Air Ambulance
raised at Neil Howard Memorial Stages Rally**



BLMCC Award Winners at ANWCC Presentation Night



First BLMCC Autosolo of 2014 proves huge success

The first BLMCC Autosolo of 2014 took place on Sunday 26th January at Makro, Manchester and while it was a wet and quite miserable January day it proved to be a thoroughly enjoyable day of motorsport.

This year's Autosolo's return to Makro, and with four events taking place, 3 test sites and over 30 competitors it was a great turnout for the club generated a busy day of motoring action.

Starting the National B Autosolo, David Robinson in his Mazda MX5 edged out Andrew Williams to take FTD, while club member John North won Class B.

There were also strong showings from fellow club members including Dave Graves, Peter Sharples and David Tudor.

Within the Clubmans, the club dominated the awards. While the results might show that Gordon Holmes was fastest, his scores didn't count due to him using an Autotest car in the Autosolo section. A complication with his competition license forced the late, unexpected change.

While Chris Kettle, took FTD, it was below him that the club swept up the awards. Gary Fields won his class for the first time - D - with Gary Sherriff finding ahead of Ian Swallow in 2nd.

Matt Hearsey took first in E Class and Eric Thornley 2nd, to ensure a good return for BLMCC members on our 'home' event.

There were just two awards in the PCA - James Williams taking FTD and Daniel Barker edging out Scott MacMahon and Lauren Fields to take 1st in Class.

The all-forwards Autotest which featured just three competitors saw Ian Chapman take FTD

Clitheroe & District Motor Club



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 MARCH

March 4th
Jack Neal Rally Forum

March 11th
Committee Night
The second Tuesday of each month is Committee night.
Club Members are more than welcome to attend and see & hear what goes on behind the scenes and you can also express your opinions. Why not come along - you might actually like it

March 12th
Pendle Slot Car Club
Rally Night

Pendle Slot Racing Club, Unit 49 Churchill Way, Lomeshaye Ind Est, Nelson, Lancashire BB9 6RT

March 18th
Guest Speaker (tba)

March 25th
Scatter Rally

Steve Hudson (Clerk of Course)
Map 103 Start at Waddington 7-30pm

Coming Soon

April 1st
John Hargreaves

April 15th
Tony Mason
Winner of 1976 Lombard RAC Rally

6th May
Chris Ellison
Photo Competition, Advice, Stories

20th May
Ian Tullie
Nav who has won nearly everything

January 2014 Clubnights

Tuesday 4th February

Tony Harrison



Tony Harrison got into Motorsport rather later in life than most people. He used to work for Knights & Thorpe in Settle and whilst there worked on the Silentnight Escort of Peter Clark.

In 1999 Tony started Autotesting and later moved into Road Rallying with Martyn Taylor in the hotseat of his Rover 25 Vi. Tony regularly finishes in the top three of North West Rallies and has won the John Robson Rally twice. He currently drives a Proton which he bought off Terry Martin (*complete with pace notes stuffed in the door pocket !!!!*).

Tuesday 18th February North West Stages Forum



Nigel Worswick broke a driveshaft in Weeton. The LGNWStages is relentless and you cant afford to have a problem otherwise you are out. Next event is the Malcolm Wilson Rally. Paula Swinscoe to Co-Drive



Steve Hudson came away with a class win and 1st Novice. Car ran fine some of the time but was be leagued with an intermittent misfire which caused him to drop down the leader board on Saturday

Tuesday 25th February Table Top



Terry Martin (CofC) set a 'simple' but testing route comprising Map refs, Tulips, Herringbones & various map features on Map 103. The challenge was so 'simple' that the result was decided by the number of fails not by minutes. Jez Turner was OTL at the final control, Steve Lewis retired with with Mal de Nav, Dionne & Martin had an off (somewhere near the bar). The winner was Steve Butler (4F), Matt Worden/E.Brocklebank (6F), Dave & Pete Whittaker (7F) and last - Me & Steve Brocklebank (12F)

SCAMMONDEN HILLCLIMB CHALLENGE 2014

The three clubs that run events at Scammonden, Pendle, MG Car Club & Mid-Cheshire Motor racing, decided last year to try and bolster entries at all events by introducing the "Challenge" We have a sponsor??/ ...RWD MOTORSPORT.COM has said he will purchase provide ALL the Trophies etc.

It is Mick Tomlinson of Pendle.

Basically it is a low level challenge aimed at getting more people out on the Hill, which over the years has started to deteriorate.

The basic rules are thus.

ALL 3 Events must be entered (so each club gets a share!)

The results of which I am the compiler are done on index of performance, thus the fastest time of day does not necessary win...He may be in a class of 1 and can only score 100%, whereas standard car class with 5/6 could beat that.....I know I am teaching my granny to suck eggs etc.

Results will be based on the classes you are in on the day ...should they be amalgamated.

It is free to enter. I will pick up the results from the first event which is MG Car Club and if you do the second round Mid-Cheshire, I will then tabulate them etc.

It is imperative to stress that to win awards..You must enter all three.

As normal there are classes for all cars including Rally Cars ...I think there is a Capacity split in this class subject to entries.

For further details please contact me. I do not have the dates for MG's event but regs are out on the ANWCC web-site as are the dates of all events.

Just for interest, whilst Scammonden am may be one of the shortest Hillclimb circuits it has the reputation of being the steepest in the UK.

In the early 70's Roy Lane (MSA Hillclimb champion) drove a 500bhp F500 and set the Hillclimb record

Received this "history "of Scammonden Dam from Stuart Holland of Huddersfield MC

Scammonden Dam Hill climbs

One thing we are very short of in the North West are hillclimb venues. However one hill that is often overlooked is Scammonden Dam which is adjacent to the M62 near Huddersfield. Three clubs hold car hillclimbs there each year: MG Car Club NW, Mid Cheshire MRC, and Pendle & DMC, and all are part of the ANWCC Hillclimb Championship. Scammonden Dam itself is an earth dam over which the M62 passes. On the south side is the reservoir. On the north side is a deep valley, largely hidden to the passing motorists, containing a tarmac service road leading down to the base of the dam and to the pumping station. The story goes that the architect for the water board specifically designed the service road with interesting corners, with a view to asking for permission as a motorsport venue!

The hill is quite short at 503 yards, but the snaking track takes in a 90 degree left immediately after the inclined start, followed by two 'hairpins' in quick succession, finally a 90 degree right with a long sweeping exit which is steeply inclined up to the finish. Maximum speeds are fairly low but the track is quite demanding on the driver. If you walk the track then be warned ~ it is steep and makes for a good workout! It is hard to believe that this was once a national championship venue, but it's true and Roy Lane's 1975 record of 21.97s set during the BARC National Championship event still stands. The idea of blasting up Scammonden in a 5 litre single seater is mind boggling!

The short track and awkwardly tight paddock means that Scammonden entries are quite low. However this guarantees lots of timed runs. For example, at my last visit there in 2012 Pendle & District MC gave us 2 practice plus 8 timed runs, and more could have been squeezed in if we had wanted them. Also the entry fees are wonderfully low, with MC MRC hosting its 'Damn'd Good Value Hillclimb' in July at just approx £65.

Scammonden Dam is one of those venues that could slip away from us if we don't support it. Unlike other venues it is unlikely to get closed down due to the environmental noise lobby. Its noisy neighbour, the M62, ought to provide that safeguard. However it needs entries and it needs your support.

So why not give it a try, or even better join the ANWCC Hillclimb Championship and make it a regular place on your calendar.

Use it or lose it!



Pendle & DMC

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Email : ray-mond.duckworth@btinternet.com

Tel. : 01282-812551

Website :

www.pendledistrictmc.co.uk

Manx A.S. Presentation Night



Arron Newby and Rob Fagg



Matthew Bettridge and Ian Postlethwaite



Luke Tunney

The Annual Awards Dinner for Druidale Motor Club and Manx Auto Sport got underway at the Palace Hotel and Casino on Saturday 1st February.

The evening started with a three course carvery which then led onto the awards presentations shortly after.

Many competitors picked up awards for their achievements throughout the year, from the many events that take places on the island.

Luke Tunney (pictured with organiser John Kerr) dominated the Autotest Championship right through 2013 with his father Ian taking second place in the table. Younger brother Ross, took second in the Junior Championship to Toby Cowin, by just one point.

The Isle of Man Road Rally Championship seen Matthew Bettridge and Ian Postlethwaite take victory for Class 'A' Driver and Navigator, and David Cluckie and Luke Tunney held the upper hand on the Class 'B' Championship.

2013 Eurocars Manx Rally Champions: Arron Newby and Rob Fagg in the TEG Sport Subaru Impreza.

Stage Rally Class Wins:

Class	Driver	Co-Driver
A	Tim Andrews	Carla Boalch
B	Jason Daly	Adam Yates
C	Grant Leece	Ken Cottee
D	Kex Walker	Dannii Matthews
E	Sean Kelly	Emma Kennaugh

Congratulations to Andrew Dudgeon received the Youth Star of the Year Award but unfortunately could not make the annual dinner. Well done to everyone else that received an award.

The clubs would like to thank all competitors, marshals, officials and everyone else who is involved with the events for all of their help throughout 2013.

UPCOMING EVENTS:

4HIRE JURBY STAGES – SATURDAY 8th MARCH

AUTOTEST ROUND 1 – SUNDAY 16TH MARCH

To see further photographs from the Awards Dinner then please visit www.facebook.com/jessicaquirkphotography

jessicaquirkphotography

WARRINGTON & DMC

Meet Every Monday

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

3rd	March	- Scatter Rally
31st	March	- Scatter Rally
28th	April	- Scatter Rally

*The 2014 Legend Fires North West Stages Rally was again another successful event for Motor Sport North West of which **Warrington MC** is part of. The club ran 4 stages again at the Fleetwood Promenade as part of the 26 stage event which managed to run without problems despite the appalling weather conditions the UK is currently facing.*

A brief report

New WDMC member Paul Bird & Aled Davies took a back to back victory in his WRC Focus, The BSB team owner won by a big margin mastering the very changeable stage conditions. Many of the main challengers to the title were beset with problems. Kevin Proctor & David Bellerby retired the Subaru on Friday evening after turbo failure, Tony Bardy suffered suspension damage on his Nissan Sunny after colliding with a chicane and the Fleetwood Promenade sea wall.

Event sponsor, John Stone & Carl Williamson retired the Skoda Fabia WRC with mechanical issues toward the end of the event.

Warrington MC members were out and about with several new members joining for the event. In 7th overall & 5th in class were Chris Ford & Steve Hartley in a Subaru WRX. Lucky for them in 13th overall & 3rd in class were Keith Robathan & Peter Carstairs in a Mk.2 Escort. The clubs only award winners. David Greenbank & Gary Green finished 25th overall & 10th in class in their Subaru. In 30th overall & 11th in class were Jonathan Comer & Steve Landen in their Mitsubishi Lancer. Jonathan back out on the stages with his first attempt at the event.

Dale & Mark Carter finished 32nd overall in their Subaru. Dale back to the event in 4WD machinery with Dad, Mark co-driving for the first time on the NWS after being chief marshal for 6 years. Phil & George Jennings finished 36th overall & 4th in class in the BMW Compact, now with 6 cylinder power the event went well despite losing several minutes in a Clifton ditch.

Dave & Craig Fairhurst in their Rover powered Mk.3 Escort finished 46th overall & 6th in class despite having tyre issues throughout the event.

Peter Cox & Chris Pirie finished 52nd & 7th in class in their Peugeot 205. Nearly half the field retired and amongst them there were also WDMC members additional to the top seeds above. Graham Middleton & Simon Hunter in the Hyundai Coupe retired with clutch problems after SS10.

Dave Hobson & Matt Hobson had rear diff failure on their Subaru on SS11.

Nigel Hobson & Tim Hobson suffered broken suspension on SS15, also in a Subaru and WDMC regulars Mike Axford & Dave Thomason retired their RWD Fiesta with coil pack failure on SS8.

George Jennings : Warrington DMC



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.

GEMINI COMMUNICATIONS

I'm pleased to announce that we now have two new MSA Radio Controllers in the Team:

Gemini 4 Ian Winterburn along with Gemini 11 Mark Wilkinson have both just successfully completed the two year probationary radio course and I would like to congratulate them both.

Below is a full list of our 10 MSA approved radio controllers in the Team:

- Gemini 1 - Bill Willmer
- Gemini 2 - Graham Cookson
- Gemini 3 - Les Fragle
- Gemini 4 - Ian Winterburn
- Gemini 6 - Dave Crosby
- Gemini 7 - Tony Lee
- Gemini 11 - Mark Wilkinson
- Gemini 13 - Stuart Dickenson
- Gemini 21 - Derek Bedson
- Gemini 25 - Chris Woodcock



Just a quick thank-you on behalf of Go Motorsport/ Gemini Communications for letting us be a part of this years rally village.

It was frustrating not being out on the stages working, but we had just as busy a weekend in the arena working with the public and visitors.

Walking around the show arena and chatting with others I think this year was another success which must be pleasing as you can see how much effort you and the team put in. Thanks for allowing us to be a part of it

Tony Jones Gemini 56

Tom and Vicky Mercer Gemini 53



An Evening with Neil Simpson



Hosted by G&PMC : Tuesday 11th February

A healthy turnout of 40 motorsport enthusiasts enjoyed an evening with Neil Simpson, fresh on the back of his second-placed finish on the North West Stages.

The function was held at Garstang and Preston Motor Club's usual meeting place, Fulwood's Lonsdale Club, on Tuesday Feb 11th. The evening took the form of an interview with Alan Barnes joining Neil on stage to ask him a range of questions about everything from his formative years in motorsport up to his latest acquisition, the ex-Works Skoda Fabia S2000.

Later Neil was joined on stage by Nigel Worswick and several other members involved in the North West Stages, including Myles Gleave, who co-drove for Lee Jones.

Neil entertained the audience with tales from his illustrious past and spoke about his hopes for closed road rallying in Lancashire in the future.

An excellent and informative chat, Garstang and Preston Motor Club wish Neil and everybody involved at Simpson's Skoda well for their campaign in 2014 which will involve rallies in Belgium, the Isle of Man and the Circuit of Ireland.

What else is going on at GPMC?

In March the club will be co-organising the **Lee Holland Memorial Stages at Ty Croes, Anglesey**, on Sunday March 16, in conjunction with Pendle Motor Club. Marshals are welcome the more the merrier. If anybody can help out the man to contact is chief marshal Peter Wright at: p.n.wright@btinternet.com or phone 01706 223671 or 07831 740452

March 18th will be a DVD night at the club and on March 25th Ian Farnworth and Alan Barnes will be organising a second tabletop rally of the year. This is open to anybody so any members of other clubs who fancy having a crack are more than welcome to join in and be bamboozled! Seriously, these are a great way to learn the rudiments of plotting, map reading and timing and when Ian ran one in January it was well attended and very much enjoyed by all present, with requests for more of the same. Table top starts at 8pm prompt. No need to bring own maps. Just bring a pencil, a rubber and a romer – and if you don't possess any of these, they will be provided.

April 8th will see the visit of a certain Mr Malcolm Graham and his long-time silly seat sidekick Charlie Woodward – all things being equal. Malc tells us that he has been busy helping a new incomer to learn the ropes at his old Oswaldtwistle bakery, but he has sportingly offered to take his apron off, dust himself down and come and regale us, in inimitable Malc style, with some of his rallying exploits from the past. One not to be missed, so please be at the Lonsdale Club for 8pm prompt. Again, this is open to anybody – including non members. A laugh is guaranteed and the Mann's Bitter is a steal at £1.80 a pint.

The following week, Tuesday April 13th, the club will be staging an informal treasure hunt/navigation exercise on maps 102/103, with the finish taking the form of a noggin & natter at a pub to be revealed in the plotting instructions. For more information but this event will commence at 7.30pm prompt from the Lonsdale Club, Fulwood.

Garstang and Preston Motor Club is always keen to attract new members, so if you like things that make a lot of noise and feature four black round things on each corner, come on down. We meet every Tuesday night at 8pm at the Lonsdale Club, Fulwood.

With a well-earned reputation for doing very little in general outside of organising a road rally and one or two stage rallies a year – and guilty of letting members watch a few grainy videos in a small, extremely stuffy meeting room, things are hopefully now changing, if it is not too late. Hey ho. Keep watching this space!

Garstang & Preston MC

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



Club Nights

March

- 4th Visit from Pendle & DMC
- 11th Committee & Pre Rally Meeting
- 18th DVD NIGHT
- 25th Table Top Navigation exercises
- 28th SD34 Awards Evening

April

- 1st Committee Meeting
- 8th Evening with
Mal Graham and Charlie Woodward
- 15th Treasure Hunt



Picture: From the left, GPMC members Ian Farnworth, Steve Kenyon and Neil Simpson.

SD34MSG 2014 Calendar (Feb - Jul)

Date	Type	League	Club	Title	Venue - Notes
16-Mar	Autosolo	Yes	Bolton-le-Moors CC	Bolton March Autosolo	Makro Preston
16-Mar	Autotest	Yes	Bolton-le-Moors CC	Bolton March Autotest	
16-Mar	PCA	Yes	Bolton-le-Moors CC	Bolton March PCA	
16-Mar	Stage Rally	Yes	PDMC / GPMC	Lee Holland Stage Rally	Anglesey circuit, North Wales
22-Mar	Road Rally	No	Harlech & Dist MC	Rali Llyn	North Wales
23-Mar	Stage Rally	Yes	Stockport 061 MC	Legend Fires SMC Stages	Weeton barracks, Blackpool
26-Apr	Road Rally	Yes	Clitheroe & Dist MC	Primrose Trophy Rally	Lancs / Yorks
3-May	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
4-May	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	
9+10-May	Stage Rally	Yes	Manx Auto Sport	Manx National	Isle of Man
17-May	Stage Rally	Yes	Wigan & Dist MC	Cetus Stages	3 Sisters, Wigan
17-May	Road Rally	Yes	Stockport 061 MC	Altratech 061 Road Rally	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	
18-May	PCA	Yes	CSMA/AMSC	CSMA/AMSC PCA 1	
8-Jun	Autosolo	Yes	Bolton-le-Moors CC	Bolton June Autosolo	Makro Preston
8-Jun	Autotest	Yes	Bolton-le-Moors CC	Bolton June Autotest	
8-Jun	PCA	Yes	Bolton-le-Moors CC	Bolton June PCA	
7-Jun	Road Rally	Yes	G&P MC	Memorial Road Rally	Lancashire
22-Jun	Autosolo	Yes	CSMA NW	CSMA/AMSC Autosolo 2	Lymm Truckstop Serv, M6 Jt 20
22-Jun	Autotest	Yes	CSMA NW	CSMA/AMSC Autotest 2	
22-Jun	PCA	Yes	Accrington MSC	CSMA/AMSC PCA 2	
29-Jun	Stage Rally	Yes	Warrington & Dist MC	Enville Stages Rally	Anglesey Circuit
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	
20-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 2	
26/27 July	Road Rally	No	Morecambe Car Club	Morecambe Rally	Lancs / Cumbria

SD34MSG 2014 Calendar (Aug - Dec)

Date	Type	League	Club	Title	Venue - Notes
3-Aug	Sprint	Yes	LAC	3 Sisters Sprint	3 Sisters, Wigan
17-Aug	Hillclimb	Yes	Pendle & Dist MC	August Hillclimb	Scammonden Dam, Huddersfield
31-Aug	Autosolo	Yes	AMSC	Summer Autosolo	Blackburn Services, M65 Jt 4
31-Aug	Autotest	Yes	AMSC	Summer Autotest	
31-Aug	PCA	Yes	AMSC	Summer PCA	
6-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Promenade
6-Sep	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
7-Sep	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	
14-Sep	Autosolo	Yes	Bolton-le-Moors CC	Bolton September Autosolo	Makro Manchester
14-Sep	Autotest	Yes	Bolton-le-Moors CC	Bolton September Autotest	
14-Sep	PCA	Yes	Bolton-le-Moors CC	Bolton September PCA	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	
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	
7-Dec	Autotest	Yes	CSMA NW	Winter Autotest	Blackburn Services, M65 Jt 4

Key

Confirmed 2014 date Date tbc Amendments

Championships

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

Stage Rally Marshals = All events

Junior Class = PCA's

Interclub League = All League events

Individual (All Rounders) = All League events

Updated:

7th Feb 2014

SD34MSG

2014

Championship
Rounds
at a Glance



SD34MSG

Non Race/Non Rally

Date	Event	Club
March		
16th	March AS, A/T, PCA	Bolton-le-Moors CC
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
March		
22/23rd	Rali Llyn	Harlech & DMC
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
March		
16th	Lee Holland	PDMC & GPMC
23rd	SMC Stages	Stockport061 MC
May		
9/10	Manx National	Manx ASC
17th	Cetus Stages	Wigan & DMC
June		
29th	Enville Stages	Warrington & DMC
September		
6th	Promenade Stages	Wallasey MC
28th	Heroe Stages	GPMC & PDMC
October		
10/12th	Mull	Mull CC
12th	Adgespeed Stages	Wigan & DMC
November		
7/8th	Poker Stars	Manx ASC
8th	Neil Howard Memorial	Bolton-le-Moors CC
22nd	Hall Trophy	Clitheroe & DMC



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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	<u>Competitor</u>	<u>pts</u>	<u>Club</u>
-----	-------------------	------------	-------------



SD34MSG 2014 Championships

Stage Rally Championship

O/A	<u>Driver</u>	<u>Q</u>	<u>pts</u>	<u>Class</u>	<u>Club</u>
1	Mark Booth	29	C	BLMCC	
2	John Richardson	28	C	G&PMC	
= 3	Jack Darbyshire	27	D	CDMC	
= 3	Steve Lewis	27	C	CDMC	
= 5	Steve Hudson	26	B	CDMC	
= 5	Hazel Johnson	26	A	U17MC	
= 5	Steven Johnson	26	A	U17MC	

O/A	<u>Co-Driver</u>	<u>Q</u>	<u>pts</u>	<u>Class</u>	<u>Club</u>
1	Eric Wilcockson	29	C	BLMCC	
2	Matthew Kendall	28	C	G&PMC	
3	Ian Rayner	27		CDMC	
= 4	Steve Butler	26	A	CDMC	
= 4	Ryan Moyler	26	C	PDMC	
= 4	David Barratt	26	A	AMSC	
7	Paula Swinscoe	0	C	CDMC	

Last Updated : 23rd February

Individual Championship

O/A	<u>Competitor</u>	<u>Q</u>	<u>pts</u>	<u>Club</u>
1.	Steve Price	Y	30	BLMCC
2.	Steve Johnson	Y	18	U17MC
3.	Steve Butler	Y	15	CDMC
4.	James Williams	N	20	U17MC
5.	Andrew Williams	N	19	U17MC
=6.	Scott MacMahon	N	17	U17MC
=6.	Daniel Barker	N	17	AMSC
8	Steve Lewis	N	15	CDMC
9.	Simon Robinson	N	13	U17MC
=10.	David Barratt	N	10	AMSC
=10.	Eric Wilcockson	N	10	U17MC
=10.	John Richardson	N	10	BLMCC
=10.	David Robinson	N	10	U17MC
=16.	Jack Darbyshire	N	9	GPMC
=16.	Matthew Kendall	N	9	GPMC
=16.	Roger Barfield	N	9	U17MC
=16.	Antony Dixon	N	9	PDMC
=16	Ryan Moyler	N	9	PDMC
=21.	Steve Hudson	N	8	CDMC
=21.	Ben Wild	N	8	U17MC
=23.	Mark Booth	N	7	SO61MC
=23.	Stephen Kennell	N	7	CDMC
25.	Hazel Johnson	N	6	U17MC

Last Updated : 24th February 2014

Road Rally Championship

O/A	<u>Driver</u>	<u>pts</u>	<u>Club</u>	<u>Final</u>
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	<u>Navigator</u>	<u>pts</u>	<u>Club</u>	<u>Final</u>
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 10

Bolton-le-Moors MC

Chris Fletcher	20	Steve Price	20
James Swallow	20	Alex Brown	10
Rob Scott	10		

Bury AC

Clitheroe & DMC

CSMA (NW)

Garstang & Preston MC

Les Fragle 30

High Moor MC

Lancs & Cheshire MC

Lightning MSC

Manx AC

Mull CC

Motorsport NW Ltd.

Pendle & DMC

Les Eltringham	20	Alan Shaw	20
Peter Wright	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

Wigan MC

2300

2014 SD34MSG Inter Club League

Division A		Position	
Club	Points	Div	O/A
Bolton-le-Moors CC	140	2	2
U17MC-NW	133	3	3
Clitheroe & DMC	118	4	4
Warrington & DMC	151	1	1
Stockport061	40	5	6
Wallasey MC	7	6	11
Wigan MC	0	7	=12
Division B		Position	
Club	Points	Div	O/A
Accrington MSC	35	2	7
Garstang & Preston MC	31	3	8
Lancs & Cheshire CC	14	4	10
Mull CC	0	=4	=10
Manx AS	0	=5	=12
Pendle & DMC	44	1	5
Lancashire A.C.	0	=5	=12
Division C		Position	
Club	Points	Div	O/A
Lightning MSC	0	=2	=12
2300	0	=2	=12
Motorsport NW Ltd	0	=2	=12
Bury AC	0	=2	=12
High Moor MC	0	=2	=12
CSMA (NW)	17	1	9

Last Updated 24th Feb 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

(announced on the night)

Paul Coombes Award

Best Road Rally Round of the 2013 Championship
CLITHERONIAN RALLY

RACE2RECOVERY
BEYOND INJURY, ACHIEVING THE EXTRAORDINARY



Tony Harris

Tony Harris took up rallying after his injury and quickly set up the Dakar Rally team Race2Recovery. He now holds his International Cross Country racing Licence as well as Rally Licence, has taken part in the 14 day, 6000 mile Dakar Rally through South Africa and took 1st in class with the Castrol EDGE MSport Fiesta R2 at the Jim Clark Rally 2013 and 2nd in class on the London Rally for Heroes 2013



Tony Harris

**Britpart msa British
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Justin Birchall



Justin Birchall



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&

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Birdy's Blackpool Crocodile Rock

Cumbrian driver Paul Bird made it two wins in as many years when he emphatically defended his Legend Fires North West Stages Rally crown, taking the victory by over five minutes, before admitting he owed it all to his daughter's toy!

Just as he did last year, the Langwathby driver took the lead after the opening stage on Friday night and was never headed over the next 25 stages but along with Welsh co driver Aled Davies in the Frank Bird Poultry, Fuchs Titan, Rapid Solicitors and Mac Tools-backed Ford Focus WRC07, he had another passenger. His daughter, Lexi, who he dedicated his win to last year, gave him her toy crocodile as a good luck charm this year and it accompanied the 2005 ANCRO National Champion to 18 stage victories and second fastest time on seven of the remaining eight tests as he was never challenged.

Despite the tricky weather conditions, Bird won all five stages on Friday night to hold a massive 53 second lead at the overnight halt in Blackpool before starting off where he finished on Saturday's remaining 21 stages.

The MotoGP and British Superbike Team boss extended his lead to over one and a half minutes by half distance despite a clash with ex winner Tony Bardy before continuing his relentless pace into the afternoon.

Bird's advantage was over two and a half minutes over Dom Buckley Motorsport team-mate John Stone when the event sponsor retired his Skoda Fabia late on and despite a spin on the penultimate stage, his only mistake of the event, Bird crossed the Blackpool finish ramp five minutes and eight seconds to the good over the Skoda of Neil Simpson.

Paul Bird: *"I dedicated the win last year to my daughter Lexi so this year she gave me her toy crocodile as a good luck charm and it worked! I've been called some names in my time and it's probably the first time a reptile has won this event but joking aside, we had a good solid run. The car was faultless, Aled is a fantastic co-driver and I have a wonderful team around me which makes my job easy and now I'm back in training and focussed, we showed again what we could do. I had a clash with Tony Bardy this morning and then a spin on SS25 when we aquaplaned but other than that, we had no problems and I felt really sharp in the car. It was a shame Kevin Procter went out early as I was looking forward to a battle with him and the challenge didn't materialise from one or two others as I expected. This is one of the toughest rallies in the UK with such a strong entry so to win it for a second time was fantastic. It sets us up nicely for next weekend where I'm going to have to be on the top of my game again."*

Stone Denied Runner-Up Spot On Legend Fires NW Stages Rally

Just as it looked as if he was on for a repeat of his runner-up placing on the event of two years ago, Blackburn driver John Stone saw his hopes dashed when he was forced to retire from the Legend Fires North West Stages Rally with just four stages remaining.

Along with Welsh co-driver Carl Williamson, the event sponsor was back in action in the Legend Fires Skoda Fabia WRC following an extensive winter rebuild and despite the tricky conditions on Friday night, the pair took it steady to reach the overnight halt in Blackpool in a safe fifth position after setting second fastest time behind rally leader and Dom Buckley Motorsport team-mate Paul Bird on SS2.

The weather was to play a part in Saturday's remaining 21 stages but soon, Stone was starting to climb the leaderboard and by SS9, he was up to third place overall. Having desires on lifting the winner's trophy again just as he did ten years ago, John continued his progress up the order and by half distance, was up into second place and giving chase to Bird.

Equal fastest time on SS14 saw Stone limit Bird's advantage but after dropping some time on the next couple of tests, the Legend Fires team had to look in their mirrors as the Subaru of Simon Bowen was starting to rapidly close in.

Stone responded with fastest time outright on SS19 as Bowen struck trouble meaning by the end of the 22nd stage, John and Carl were over one and a half minutes in front of third placed Neil Simpson (Skoda) and comfortable holding second overall when disaster struck as John explained:

"We had a bit of a plan and were driving well within ourselves which meant not taking any risks when the car started to lose power on the way back to service. It could have been a problem with the turbo but rather than limping home to the finish down the order, we decided not to risk it given the car has just had a major overhaul. Whilst it is disappointing to retire, we ironed out a few niggles and enjoyed a good battle whilst it lasted. The focus is now on the REIS MSA Asphalt Rally Championship which gets underway next month and we'll put what we learned in Blackpool to good use."





A few extra Photos from
North West Stages
Courtesy of Ian Bruce (BLMCC)



North West Jinx Strikes Swift Again

Darlington rally driver Paul Swift saw his hopes dashed for a second successive year when mechanical failure saw him retire from the Legend Fires North West Stages Rally based in Blackpool.

Along with Barnard Castle co-driver Giles Dykes, the former AS Performance North of England Tarmac Rally and Fuchs Titan Race ANCC Stage Rally Tarmac Champion was hoping to banish the demons from last year when he retired early on Saturday in the 2.4 litre Millington Ford Escort Mk2.

Having finished 15th overall back in 2012, the seven times British champion was in confident mood and set tenth fastest time on the opening stage but in an ironic repeat of last year, he spun on the second stage and dropped over 30 seconds meaning he slumped to 48th overall at the overnight halt.

Saturday started with Swift attacking and he set top ten times on the opening loop of stages, including being sixth fastest overall on SS8, to elevate himself to tenth place overall at the halfway point.

Another top eight time on SS13 saw him maintain his top ten placing and with it the lead in his class and all looked to be going well until SS16 when the car suffered clutch problems which proved to be terminal, meaning he had to not only relinquish his overall position, his hopes of a class win were gone too.

A disappointed Paul commented: *"I'm beginning to think that I'm jinxed on this event as that's the third time in four attempts that I've retired and every time it's when I'm on for a good result. The car blew an oil seal in the gearbox which found its way onto the clutch and that was game over. We spun on Friday night when we hit some unexpected water on slick tyres and slid sideways into a chicane which caused damage and also cost us some time but we fought back as normal to enjoy a good battle with Damien Cole and James Sharrock. Up until then we had a good battle and had taken no risks and were well into the groove. Giles was doing a great job and I felt we could have had a top five result overall had we kept going. We've lost our lead in the AS Performance North of England Tarmacadam Championship so we will see what happens next. The car needs a good strip down and rebuild so we plan on doing that before we are out again."*



This year saw myself and James Chaplin enter the **Legend Fires North-West Stages** they had added for the first time a road rally class so we thought it may be fun to have a crack at it. In order for us to be eligible to run we had to get the car msa log booked so with favours of loans of seats and belts from Andrew and John Hargreaves and a fire extinguisher from Lee Jones of Newton Motorsport we had our log book and with a few jobs taken care of well in advance we where ready now that's a first for me to have the car ready in good time before an event. This rally would be the first stage rally I had done in over fifteen years and James first so we were unsure of what to expect. A couple of days before the event I received a call from James stating that with us being to only entrant in the road rally class the organisers where thinking of amalgamating the historics with the road rally class to make up the numbers it was either that or take our chances against Neil Simpson in the s2000 so we took the safer option of getting whooped by the old men in the old cars or so we thought .With us being in a joint class I contacted Dave the clerk of course and questioned as to whether I could run a lamp pod as the others in our class would have the advantage of as much light as they could for on and for us to run to raps rally rules we would only be allowed four forward facing lights no problem he said so a lamp pod was sourced and duly fitted thanks again go's to the Hargreaves clan in lending us there's. Friday morning arrived and the vans loaded with fuel tyres and all the necessary bits needed for the week-ends event and we set of to scrutineering where we where greeted by Beaver and his trolley Dolly's and a cup of coffee fair nice touch the whole affair so far was a real eye opener with crowds gathering to take a look at the cars whilst they were being checked our first taste of fame lol. with that out the way we headed back to service to await our start time which soon came round. This again was a totally new experience to us with a start ramp and Bob Malloy interviewing us and yet more crowds the old pug was starting to blush she hadn't seen this kind of attention in our career together and quietly I think she kind of liked it as she started to back fire and miss as we pulled away from the start and headed to our first stage Trax at Preston. Now with the build up to the event I'd received phone calls and had endless amounts of people telling me to be careful here and watch out for that and don't try too hard as you'll never win it just get round enjoy yourselves sorry folks because I'm afraid to say both myself and that little car don't know anything else but to try she wouldn't forgive me if I changed gear before she asked for it by bouncing off the limiter .Anyhow, 5,4,3,2,1 go and where away first lap nice and tidy slippy in spots but quite enjoyable the misfire had gone and she was up for it and so where we .Second lap of traxs saw us take a line to be confronted by a truck tyre in our way we hit this and ended up going down the stage on two wheels resembling Paul Swift have no fear James I've been here before in the old girl she sometimes does this to show off lol. With all four wheels back of tarmac I gave the old girl a quick pull on the rains and we where back on it. On the Clifton and what can only be described by me as the best stage of the weekend I loved it slippy muddy grippy everything you meet on a road rally and in the dark we where loving it .The prom was the final leg and we handle these with ease a short flat out blast down there with a few hairpins thrown in which I would like to add I think we handled pretty well this time beating world cars lol in a clapped out old pug (anyone fancy lending me one for next year) with these few stages over with we headed back to park ferme to see the boys and find out our restart time. To say we where surprised to say the least to be where we where was an understatement with a lot of high powers machinery behind us we had started at car 98 and I think at one one we were up to 30th not bad for an old pug and a pair of rednecks from Scorton.The following morning we collected the car and headed to service where the misfire had returned and my thoughts where this is it game over we swapped the plugs coil pack fuel pump plug leads and still the same so we limped off to Fleetwood trying to clear the misfire the green light came on and we where off with a good thrashing she would pull clean from around 4k to the limiter at 7.5 so at least we had a little chance. The rally then took us to Weeton for the first time and back to Clifton and Trax bit with the misfire we where dropping time but hey oh at least we where trying and still managing to enjoy it passing subarus in the process. Well the end was in site a trip to Weeton then Clifton and we would be done and tbh it couldn't of ended any sooner the misfire was getting worse both myself and James where getting tired with the lack of food and drink over the two days and the fuel light was flashing along with the oil light and the coolant light. This is it mate James said keep her on it now get round this stage and we've made it the end is in site so we set off in our usually style of burnt rubber and burning mud like all proper rally drivers do (we had helmets on and rally suits we where the real deal or so we thought)Once last blast through the mud at the end of Clifton and we'd done it old Lucille had made it and not only made it led her class from start to finish proper job and a fair maiden outing for both myself and James on what is known as the one of the toughest events up north.We headed back to the Norbreck castle to be greeted by the biggest cheers from everyone all the guys from Newton Motorsport and also CDMC and a bottle of champagne each handed to us by yet again Beavers lady's.I can only say what an experience a credit to all involved and thanks to all the Marshall's who braved the weekends weather and still smiles at every point. We ended up first in class best novice crew and 41st over all my first first place trophy couldn't of been any happier than that. Whats in store for us now and the question was asked at our club forum night well the answer to that question is I'm hoping to do the moonbeam with Richard Crozier and a few other road rally's also with him .myself and terry martin have unfinished business on the GPMC memorial The new car is being built a new engine is also being built by Paul Gardener racing engines and Dta is being sourced to have a proper do next year we have an entry in for the Manx If anyone fancys a run on this please contact me half entry would help and after that we shall see where we end up I would like to have a crack at the Jim Clark and mull is on the list and perhaps a trip to Ireland sorry of I've bored you all but I'm still buzzing. Ps to all the folk that took bets as to what stage we would fall off I'm pretty glad I proved you all wrong(my mother never bred a jibber) and to all the folk that where right behind us I hope we did you proud. Big thanks to Andrew and John Hargreaves for running chase car top blokes and great mates and all the lads at Newton Motorsport Terry Martin and Steve Quigley for sorting us the tyres out ,my ever suffering wife Kirsty and my two kids my biggest fans I finally go them the trophy each I'd promised them.

Steve Hudson : Clitheroe & DMC

Photo : Jez Turner



The first weekend in February means it's time for a trip to the seaside of Blackpool and once again it was another all action couple of days rallying. A familiar format of 75 competitive miles in 26 stages, some run in the dark and lots of tight road sections thrown in to make both the crew know they were in an endurance event by some of today's modern standards.

Darren Doherty and Andrew Falconer took a fantastic 3rd overall in the rally. It may not match Darren's success of 4 years ago when he won the rally outright with Chris Thirling, but he was still a happy man on Saturday night. Their Subaru Impreza was prepared and run by Tristan and John Pye as usual and was a model of reliability over the 24 hours of rallying. The car was always in the top five overall positions and their only significant time loss was on the third run through Weeton when Darren forgot to switch on the diffs at the stage start and lost about 1 minute. He had been wondering why the car wasn't handling too clever on that test and so he gave himself a good talking to after that and didn't make any more schoolboy errors for the remainder of the event.

Howard Chopping and Jonathan Turnbull driving their usual Subaru 555, they struggled to understand why they went to bed on Friday way down in 37th place. They didn't have any problems but were already over 2 minutes down and they hadn't done 10 miles yet. Saturday was a much better day for the man from Todmorden and with lots of top 10 times they moved up the leader board to 5th overall after SS23 before losing drive to the front wheels. Unfortunately, the dropped seconds over the last 3 runs meant they had slipped down to 8th place by the finish.

A Ford Escort Mark 2 was next up but not the one driven by Paul Swift, this one had Keith Robathan holding the wheel. It was good to have the Aberdeen man out with Peter Carstairs in the left hand seat to guide him. Keith was another to be slow out of the blocks with 63 crews faster than him on the opening kart track stage at Preston. From then on there was only one direction to go and the Scots boys would end Friday night in 51st place. Good progress continued through the Saturday stages until the final run through the Blackpool Promenade test when the car in front spun at a very narrow section and blocked the road. With no way past, they cursed their luck as time ticked by. Keith was well and truly fired up now and produced his quickest runs yet through the darkness of Weeton before he dropped more time in the penultimate stage of Clifton when the car in front wouldn't let him by and more time was lost. Without these incidents they felt that a top ten placing was possible..

Finishing 8 seconds behind were the husband and wife pairing of Jon and Alison Trenholme. The North Yorkshire farmer didn't make the second Croft rally 3 weeks ago trying to sort out engine problems on his Subaru Impreza. He'd retired on the Christmas Stages, with a re-occurrence of his cooling problems from last year. Despite missing the Jack Frost he's managed to get new pistons fitted and this seemed to resolve the issues. And that's the way it played out on the North West Stages too as the car was reliable all day. Unfortunately, Alison wasn't feeling too great but she kept her other half on the right track and record a solid finish.

Nick Thorne was re-united with Ian Murray for this rally in the Honda Civic. Up to 13th at final service but they slipped down the order to end up in 20th place at the finish. It all started to go wrong on the Promenade test when the Honda hit a barrel of water and smashed the radiator; they picked up time penalties due to police stopping them and wanting the front bumper put back on too. Then the manifold split with a resultant power loss, and then the front left brake caliper bolt fell out at Weeton; they did not have a spare so their only option was to remove caliper and do the final three stages with only one front brake ! Still the lads felt they'd had "a great fun day - proper rallying!" And as a bonus for his trio of consistent finishes this year.



Darren Doherty / Andrew Falkner ; Weeton



Stuart Walker / Julie McGuire, Mitsubishi Evo8



Ian and Kathryn Forgan

Legend Fires North West Stages

Continued from Page 24

Ian and Kathryn Forgan were tackling the rally for the first time in their little Ford Ka with a big engine. The couple from Kirkcaldy have managed to shoehorn a 2-litre motor into the engine bay of the tiny car and won their first Scottish Tarmac championship last year. For this weekend, they have ventured further south into Englandshire where they both enjoyed the challenge despite some poor tyre choices on the morning tests and were glad to make it to the end in 21st overall.

Stephen Bethwaite has been away for a while as he reshelled his trusty Vauxhall Nova. He paired up with Ann Forster in the left hand seat once more where they've recorded lots of class wins. After a steady re-acquaintance on Friday night's 5 stages, they found themselves in 58th place. No problems on Saturday as they pushed onwards and up the timesheets to 27th back at the Norbreck. No rally class win for them this time out.

Stuart Walker / Julie McGuire had a difficult rally and would be very happy just to be classified as finishers. They were on for a good result after SS17 and lying in 16th place when they had a little 'incident' that eventually broke the front sub frame. They struggled on with the frame held in place with ratchet straps and only just managed to get back to the final Main Control in one piece. 31st overall was a poor return on what could have been a top 10 result.

Bill Bates was back out in his little Peugeot 106 again and this time it was with his older daughter Kari on the maps. He was delighted with the reliability of the car and tyre choice in particular, but he wasn't so used to his daughter shouting at him in the car. We assume it was for encouragement on the stages as they were both smiling from ear to ear at the final control.

Drew Barker / Shona Hale were making steady progress in the wee Vauxhall Corsa and gradually moving up the leaderboard to 34th when on the final run around Weeton, a brake pipe burst. The tried and trusted modification with some molegrips clamped over the affected pipe was required to keep some braking available to the front wheels. This helped them struggle through the last 6 and a half miles of Clifton but they were still chuffed to take 38th overall.

We now move on to those who never lasted the 26 stages and starting with Mark and John Burton who were the first to depart the fray when they broke the steering rack on SS2, Clifton; Andrew Fawcett / Chris Purvis were the sensation of Friday night as they took two second fastest times on Promenade to end Friday 7th overall in their little 1400 Nova. Come Saturday morning though, we find 'mal de driver' and Andy can't stay away from the toilet pan – perhaps it was a dodgy burger or maybe the opposition had spiked his drink ??; Craig Pennington / Michael Calvert were hit by electrical gremlins with the Mitsubishi Evo and as they couldn't fix it, they decided to go back to service and retire not making the start of Fleetwood1.

Mark Thompson and Phil Kenny's good run on the fringes of the top 20 ended when an engine mount broke on the first visit to Weeton and with no welding gear available, they called it a day; Antony Dixon with Ryan Moyler sitting alongside in the Vauxhall Astra only made it to the Saturday morning service when the Burnley boys retired; Paul Swift and Giles Dykes called it a day while lying in 11th after SS16, the car blew an oil seal in the gearbox which found its way onto the clutch and that was game over; Alistair Hutchinson and St John Dykes joined the long list of crews to find a surprise kerb hidden in the long grass on the exit of one of the many corners in Weeton – the resultant impact instantly ripping off the Clio's left rear wheel. And our final pair of retirees were John Stone and Carl Williamson. John is the long time event sponsor and along with the top co-driver from Ammanford, the pair were in a very comfortable 2nd overall in the Skoda Fabia until 4 stages to go when the car started to lose power, it's thought that the likely offender being the turbo;

A special thank you goes to Motor Sport (North West) Ltd for another well-organised rally. Such superb scrutineering, documentation, start, parc ferme, rally village and finish facilities all in one location. – the Norbreck Castle Hotel. Oh and a rally stage just over the road too ! There's always a real buzz about the place and a lot of organisers struggle to match what's on offer in Blackpool. They're also very lucky to have 102 starters as well which is something of a rarity these days. One year we might get some decent weather and that will be a bonus !

James Thomson and Alison Woodcock



Howard Chopping and Jonathan Turnbull



Alistair Hutchinson and St John Dykes



LEGEND FIRES NORTH WEST STAGES

CUMBRIAN turkey farmer Paul Bird knocked the stuffing out of his rivals with a near-flawless drive on the Legend Fires North West Stages.

Driving an ex-works Ford Focus WRC, Bird and co-driver Aled Davies made the most of their mechanical superiority to claim 18 fastest times out of a possible 26.

And that was enough to give the pair a second successive victory - by over five minutes - on the Blackpool-based event.

But arguably the performance of the weekend came from Clitheroe businessman Neil Simpson.

Back behind the wheel of a rally car for the first time in 12 years, Simpson stunned the opposition by finishing a brilliant second in his ex-Freddy Loix

Skoda Fabia Super 2000.

Lying 17th after a difficult opening night of stages, Simpson and co-driver Claire Mole stormed up the leaderboard on the Saturday stages.

"I'm delighted, I couldn't have wished for anything better. I've missed rallying so much and to score such a great result first time out is a great start to the year," he said.

"The Friday night stages were some of the most difficult I've encountered. Having gone out on slick tyres in the pouring rain, we spent most of the night spinning and going backwards.

"I went to bed in 17th place and reckoned a top ten would be a good result, but on Saturday, it just got better and better."

But there was heartbreak for East Lancashire's top tarmac specialist and rally sponsor, John Stone.

After retiring early from last year's 'home' event, Stone and co-driver Carl Williamson were denied a well-deserved second place when they were forced to retire with just four stages left.

Following a winter rebuild of his ex-works Skoda Fabia WRC, the Legends Fires boss put in a scintillating drive on the Saturday stages, taking fastest times at Clifton and Fleetwood Docks.

But disaster struck when the car began to lose power before the final pair of stages at Weeton and Clifton.

"We were driving well within ourselves and not taking any risks, when we hit trouble on the way to service," explained John.

"It could have been a problem with the turbo but rather than limping home and finishing down the order, we decided not to risk the car.

"We were disappointed, but we had a good battle while it lasted. The focus is now on the MSA Asphalt Championship, which gets underway next month."

There was disappointment also for other East Lancashire crews, who fell victim to the North West Stages' tough format.

Blackburn's Nigel Worswick and Paula Swinscoe entertained the spectators in their Ford Escort Mk2 right up until the point they lost all drive at Weeton.

David Sunderland and John Marsh, in another Ford Escort, went out with differential failure on SS4, Blackpool Promenade, and Alistair Wells and John Cope retired their Subaru Impreza with a misfire. But Accrington's Hazel Johnson, with Steve Butler on the maps, made it two finishes in a row, coming home 59th O/A & 2nd in Class in their Nissan Micra.

Neil Johnson : Lancashire Telegraph



Tony Worswick



Neil Simpson



Nigel Worswick



Hazel Johnson



John Stone

A Different view of the North West Stages

There hasn't been much motorbike related happening for the last few weeks for me, aside from a very busy patch working at Infront Motorcycles. We have had a huge influx of track bikes in to prep/service for the forthcoming season - which reminds me that I really must get around to sorting out my own ride for the year!

So the beginning of February came around again, where for many years, I've spent the first Saturday of the month helping out at the Northwest Stages Rally in Blackpool. The event is a multi venue stage rally, that's for cars, running stages along the promenade in the town, at Fleetwood, Weeton army camp, etc etc. My role at the event is result courier via motorbike. The job basically entails collecting time cards/other results related paperwork from the end of each stage then taking them back to the rally head quarters for results type magic to happen with them. It sounds like I don't care what I'm collecting but the truth is that I could honestly be transporting the first draft of Rocky 18 it just doesn't matter to me. I see the marshal at the time control he passes me a handful of paperwork, I shove it in my bag, ride across town, give it to someone else and ride off to the next stage end for the process to repeat over and over.

This year was no different, I unearthed an SV650 from my garage which I had been using as a commuter a couple of months ago. I fired the bike up in the garage with new spark plugs and oil, chucked it into the van and headed up to Blackpool on the Friday night before the event start on Saturday. My first run of the day was out to Fleetwood, north of Blackpool, the weather was windy and cold but previous years of this event have seen much worse. I fired the SV up, one cylinder ran, the other coughed/popped/banged and misfired. "It'll clear its throat with some use" I decided as I headed out. Unfortunately this wasn't the case, the bike popped and banged its way through every town in and around Blackpool for the remainder of the day. Women and children ran for cover expecting that a drive by shooting was taking place as I trundled through with my head held low. The bike has always been pretty reliable, considering it is a heap of sh1t, maybe a faulty new plug etc etc. I hadn't got time to investigate. From 10.30 in the morning the job is on, a collective hour of downtime is the only rest through until 7.30pm. By lunch time the heavy wind, which would nearly knock you off your feet when standing at the exposed areas of the docks, had turned to wind and rain. I'd been down this road before at this event, it really does make you appreciate what the Marshals and organisers go through to make Motorsport a success. At the end of the event, things had run pretty much to schedule; a certain Mr Paul Bird had won and I was soaked through to my undies. It always gives me something to whinge about but ultimately I'm pleased that I'm able to put a little something back into Motorsport each year.

Aside from this I've spent a day at ACU House in Rugby on a training course to become an ACU instructor. This year new road race licence applicants are required to have an on-track assessment as well as the classroom training which they've had to do for the last few years. My local club, Wirral 100, asked myself and several of the other experienced members to train to carry out these assessments. I was more than happy to help as on-track coaching is something that I am very keen to get involved with. The course was taken by Shaun Brown, against whom I used to race in the RS250 challenge, if memory serves he used to kick my inexperienced ass back then!! There was a lot to take in, not just from assessing somebody on track, but child protection, risk assessments and the like. I think that most of us racers just don't realise quite what is involved with organising an event these days, it certainly opened my eyes. On getting back from the course I had a wad of paperwork and a test paper to make my way through, with all that now complete, fingers crossed I should be able to take assessments for the club in their first test day at the end of March.

Last but not least, I write this whilst at home recovering from having my gall bladder removed. Why, I hear you ask, it's not going to give any great weight loss advantage and it's not worth anything on eBay (even signed). Regular blog readers may remember that I had an episode last August of extreme abdominal pain, an admission to A&E followed. I figured it must've been as a result of something that I'd eaten but later I got some results to say that I had gallstones. They'd put me on the waiting list for key hole surgery to remove my gallbladder. So there you have it after 34 fun filled years together, I'd got quite attached to the little guy but, my gallbladder and I have parted ways, if you could now be upstanding for a minute's silence..... I'm now sitting about for a week then hoping to return to work, without doing anything strenuous for another couple of weeks. Fortunately the Winter Olympics are on which spares me from hours of watching Loose Women. This morning has been spent watching the Skeleton or "tummy sledging" as my son calls it!



LEGEND FIRES NORTH WEST STAGES

A little bit of the history for one Stage

The Lancashire Automobile Club team have been involved with the Clifton Marsh Stage on the all tarmac Legend Fires NorthWest Stages since its inception. We jointly organised the first stage and have marshaled the 'split' ever since taking on the stage start one year when the timing crew failed to materialise!

The story of this stage is a little interesting and worth repeating. Clifton is a sewage works which was extended in the 1990's to almost double the amount of roads within the site. Not one to miss a potential chance and being the companies Safety Adviser at the time I was able to steer the plans to accommodate future use for motorsport.

By omitting sleeping policemen and kerbs plus the careful sighting of armco (which was needed at most locations to protect key equipment from site traffic) we were able to save literally tens of thousands of pounds with the added bonus of producing a venue with should we say possibilities.

Shortly after this we were given permission to use the site as a 'special test' on the Manchester to Blackpool Veteran Vintage Car Run (replacing a test at Police Headquarters Hutton). It was then used as a test on the Sir William Lyons Run.

About this time I attended a meeting where the Managing Director of United Utilities was present. We were going through a bad patch with public perception of what we did, and what it cost. The MD wanted to de mystify what went on at our works and believed more access by the public would help. I suggested we could use some sites for motorsport and explained about the TV coverage we got for the Sir William Lyons event.

Without any prompting from me I got a request from the NorthWest Stages organisers to use Hoscar sewage works and from Knutsford & District M.C. for the Rally of the Tests to use Prestbury works. I suggested that the NorthWest stages to look at Clifton and UU gave permission for all these events to take place subject to the relevant Safety Advisers approval. (As that was me it wasn't a big problem!).

Things have gone on more or less without a hitch since then so imagine my reaction when I got a call from David Mostyn saying approval hadn't been given this year. New management had taken a somewhat different stance to previously. Now this is perfectly within their rights but it was a little late in the day! I did some calling of former colleagues and they saw the merit in my argument to at least let us run in 2014. Job done or so I thought!

With about 10 days to go I got another call. Apparently there had been a incident on site attributed to slippery road conditions (interestingly the incident did not involve a vehicle) which resulted in the imposition of a 5mph speed limit on the site - not good for rallying. I suggested that the jetting of the roads affected which would form part of our stage would be an effective solution and did some follow up calls with UU. Thanks to David Mostyns good contacts a jetting rig was quickly on site and the affected roads cleaned up.

On the day everything went well. the Lancashire Automobile crew set up at the split which now sported a substantial chicane to slow the cars entering the 'slippy' section. Result only one incident of note. A Corsa decided that ramming the chicane might be more interesting than going round - it wasn't for him. We simply moved the bales substituting the damaged bail for an undamaged one.

The event itself was most enjoyable and we even got away more or less on time. The icing on the cake came later when I was told my humble efforts had resulted in me being awarded the Spirit of the Event Award. This is thoroughly undeserved but most welcome. Thank you all very much. It is nice to be appreciated.

But what of Clifton; well I think the chances of getting it back are somewhat remote as long as the current management team at UU remain in place. Quite simply their priorities have changed and perhaps we should be somewhat grateful for all the years we have been allowed to use the venue. Never say never though and managers do change so we need to keep our profile at UU sufficiently high so we can take advantage of any change of heart.

Chris Lee :
Lancashire Automobile Club



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Red Kite Historic Stages

A Red Kite or Two

Towards the end of last year I had noticed an ad on the BRF from a driver of a newly built D2 class Sunbeam who was looking for a co-driver to do this years RAC Historic championship. After literally hundreds of viewings he had drawn a complete blank so encouraged by the road events I had done on the maps during the latter half of last season I got in touch with Dave Hopkins and a potential partnership was duly arranged. He was returning from a 25 year sabbatical, was of a similar age.... (Sorry Dave), and I had had an Avenger in the 70's so to see if we got on I turned up at Sweet Lamb in mid January for a test. Suffice to say, the wind was howling, the rain was torrential but, apart from a complete brake failure at one point due to an errant rock, we both had a great time and the car didn't fall apart on the proper welsh gravel tracks. The entry for the Red Kite was submitted the following day!



A few days and some £600 later Varty was equipped with a stylish two layer suit and a shiny new helmet.....combined with my sons old karting boots meant I looked nearly as professional as Terry Martin! What wasn't so easy (as spending money), was trying to understand the Patterson's notes in the week before the event and it was only Steve Butler, who on the preceding CDMC club night, emphasized how many times he ran through them before an event that made me persevere, sat alone in front of the telly talking to myself...no change there then!

The Saturday arrived and after a lengthy journey we arrived in Llandovery where the rain was sheeting down horizontally but we managed to squeeze noise and scrutineering into the only 30 mins that saw a let off from the elements. The rest of the posse arrived in the form of Ian Beveridge/Peter Joy in the very attractive Volvo P544 plus Simon "Sideways" Wallis/Graham Wrides in the Alan Mann Racing liveried Lotus Cortina Mk1. These lads I discovered do rallying properly, in that they bring their women with them, who then proceed to lay on fabulous spreads and drinks, using a gas ring and a cool box from the back of a well-equipped crew van! It was cosy in there, with eight of us, whilst it poured down all afternoon, but this was the warmest we felt all day as the B&B was a bit cool – and the breakfast wasn't much better...and we should have brought our big hair doo's for the eighties night!

Come Sunday the weather had improved immeasurably and it was a very nervous crew indeed who headed out to the first stage in Caio. As the stage started I very quickly fell victim to watching the stage rather than reading the notes...it took a hairpin a few miles in to re-orientate myself with the right page but I don't think Dave was listening anyway! It began to make sense as I found that with 75% time with my head in the notes, with only glances up, to confirm what was coming up actually coincided with the notes, allowed for a rhythm to be established. I also found that I was starting to correlate the car movement to the notes which all helped to feel a little more confident in the notes delivery as the stage finished. No car problems meant service was a leisurely affair and then on to Crychan Forest for stages 2 and 3. These passed in a blur as Dave drove well and the note reading came on massively with just a much smaller number of too late calls plus some of the slight bends/straights causing brief hesitations. Overall though a massive improvement from both sides of the car with Dave starting to listen! Stage 4, a rerun of the initial stage, saw all the hard work undone as the throttle stuck open which meant we had to stop a couple of times but managed to limp out of the stage and on to final service where one of the cables was locked solidly on open...it was unclipped and hey presto we could complete the final stage on a single cable...Dave was getting a bit agitated though! The final stage was a 15 miler in Crychan (effectively stages 2 and 3 run as a single stage) and it is fair to say that this was a fantastic experience. The double usage had not wrecked the tracks and although some rain had fallen during the day there was still plenty of grip, which on a couple of occasions (both the co-drivers side...) saved the day! The stage passed in a total blur as I felt that the driver/co-driver actually worked as a team and as we crossed the line you could feel the adrenalin flowingI would actually say that it was one of the best things I have ever done in a sporadic motorsport career. I felt it was easily as enjoyable as any of my occasional driving in cars/karts, which surprised me to be truthful, and I was still buzzing for a week afterwards!! No other finishers meant we had won the D2 class, which is a great start to the RAC Championship. Simon Wallis had also won his class so it was an animated gathering around the girls buffet table in the service area as we loaded up. Thanks to the rallying ladies for their contribution and Graham/Pat who in particular who had encouraged/guided me through my first stage event in the LH seat – and I didn't book us in early once!!

As the light started to fade a couple of Red Kites actually swooped low over the area looking fabulous as they played in the in the late afternoon sunlight and on the long haul north thoughts then turned to the Mid-Wales and the infamous Pikes Peak stage – uphill in the morning and then downhill in the afternoon!

A great weekend.And I again felt cream crackered until about Wednesday the following week (must be an age thing....)

Tony Vart : Clitheroe & DMC

RALI CWM GWENDRAETH

SUNDAY 9TH FEBRUARY 2014



So off down to South Wales for the first of my rallies with the legend that is Roger Hicks, in the equally well known Escort MK11 (FLK 1T) . I met up with Roger, on the Saturday afternoon, to have a seat fitting, and discuss the rest of the years outings, seeing he's lost his main sponsor, we have settled on doing the Welsh Tarmac championship, which includes three rounds on Eypnt.

Sunday, day of the rally, we arrive at Pembrey circuit at 06.00, and he is still moaning what a dump (Terrys words edited out!) the place is, and doesn't want to spend £800.00 on new tyres, and we will use up all the old ones. The whole place seems to be under eighteen inches of water as well. We are seeded at car nine, so straight into noise / scrutineering, and to say its got 330bhp its as quiet as a 1400 Corsa, no problems there, or signing on.

Well, the venue itself is like all the other airfields near the coast, cold, wet, windy and cold!! This one is like a cross between Flookbrough, and Samlesbury, what ever tyres you use, are ok for half a stage.

SS1. we catch our 30s man, three quarters the way through the stage, he pulls over but we loose about 10 secs, and then the car developes a miss fire! Back to service and Roger traces the problem to a faulty wire to the crank sensor,

SS 2/3/4 no dramas, and we are lying 6 o/a and first in class,

SS5 we come out of the merge, just behind rally leader Bob Fowden, in his GpN + Impreza, and the red mist kicks in, Bob pulls away, after a chicane, and Roger is catching him on a straight, Long 3 L, I call, Roger leaves the braking a wee bit too late, and

off, on to the grass, losing about thirty secs. trying to scrabble back on to the track. We are down to tenth, and third in class, which is where we finished, I don't think I've ever spent so much time sideways, on a tarmac rally. One thing is for sure, it's a quick car, and a talented guy, doing the steering bit. Next round, the Tour of Eypnt in March.

Terry Martin : Clitheroe & DMC



MSA British Rally Championship

M-Sport R5 Ford Fiesta prize for BRC and Road to Wales

M-Sport has announced continued support of the BRC's driver talent development ethos by offering the 2014 British Rally Champion a prize drive on Wales Rally GB in one of its factory run R5 Fiestas. The Ford Fiesta Sport Trophy will provide winners using Fiesta rally cars with on event parts vouchers and end of season prize drives. If the winner of the MSA British Rally Championship has driven a Fiesta all season, then they will be entered into the final round of the World Rally Championship, Wales Rally GB in an M Sport run R5. Championship Manager Mark Taylor said "This is fantastic news, an example of our recently formed Constructors Commission and the sport working in harmony! Thank you M Sport, Pirelli and Wales Rally GB for providing another great opportunity to showcase our aspiring talent.

"The Commission has approved the upgrading of the R2 Fiesta to R200 specification, meaning Fiesta competitors could vie for BRC1 and overall honours. Plus, the Ford Fiesta Sport Trophy provides prizes throughout all of the BRC categories." In addition to the R5 Wales Rally GB opportunity, the highest placed Fiesta driver in the BRC will be rewarded with a test drive in M-Sport's Ford Fiesta R5, the NGK BRC Challenge winner will get their hands on an R2, plus parts vouchers to the total value of £700 are up for grabs on each event.

M-Sport Managing Director, Malcolm Wilson OBE: "We have always been keen to support talent at home so I am happy to announce that the Ford Fiesta Sport Trophy scheme will continue for its ninth season in the British Rally Championship. It is a proven route to the sport's highest level, Elfyn Evans having started his career within the championship in 2007. "We are also eager to improve the performance of the Fiesta and the new Ford Fiesta R200 will see our cars in much closer competition with R3 cars. We don't want to see a single manufacturer dominate as it did in 2013, and so we are encouraging our Fiesta drivers to push the limits with a great opportunity to shine on home soil at the end of the season."

All those wishing to be eligible for the scheme must use a Ford Fiesta, register for the British Rally Championship, use Pirelli tyres and in addition to complying with the BRC rules, display the appropriate Competition Car Insurance and Pirelli decals. For more information on the initiative, competitors should contact M-Sport's Andrew Wheatley (awheatley@m-sport.co.uk)



Ex BRC Apprentice Elfyn Evans during the 2013 Wales Rally GB



PIDGEON POST

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



Andy Davies & Lee Taylor – Photo by Kieran Price Photography, <http://www.facebook.com/KieranPricePhotography>

Rali Bro Caron

This review echoes the sentiments of crews I spoke to at breakfast. Hats off to George, Pinky and the rest of the team at LDMC, what an absolute cracker. A classic Bro Caron and one of the best events I've ever been fortunate enough to compete on. The event was run using some of the best roads 146 had to offer with no trickery or tests, just good old Welsh road rallying within a set radius of Lampeter. The smiling faces and compliments from everyone at the breakfast venue were a testament to the hard work and diligence that went into that route.

Personally we had a decent run, one small mistake that cost us a good minute and a few sloppy overshoots but other than that, nothing major and pleased enough with 8th. Any result, average or above, was secondary to a great laugh in the car with Lee once again, who kept us on the road all night.

A big well done to John and Nick on a well deserved win, consistent and accurate pace that paid off. Well done and commiserations to Justin and Nia as well, some pace displayed first half fair play. Also nice to see the Civic on spectacular revving form with Spidi and Edryd and fellow Subaru rival IDZ with Adrian and Aled back in the top three where it belongs. It's events like that, where a result is secondary to enjoyment that keep us all coming back and what makes road rallying special.

RYEMOOR TROPHY

Well the season is on us again so for me that means it's time for the Ryemoor my traditional season opener.

Not a great deal to do on the car after bringing it out of its winter slumber. A small amount of adjustment to the rear suspension and a starter motor issue to sort out.

Steve spent a few days prior brushing up on his p&b. He even plotted last year's route on the way up to the start.

We got through scurrying without too much of an issue although we had to make up arrows pointing to the towing eye out of insulation tape. A bit of a strange one. I did question the scurrier about it, as I didn't think it was a requirement for road rallies?

So off to sign on, a brew and a good natter with friends before we were due to start.

We cleaned the first section as did most of the crews to stc3. The next section was one of those if you plotted the shortest route down a short white then the time dropped would have been zero to minimal at best. But if you were like us and did not go down the white taking the longer way round then you dropped a chunk of time. As we did. Especially when you go back, retracing the route due to a missed code board on the white. It cost us 7 minutes.

We dropped another 7 minutes or so on the section timed to the second. Which was a respectful time looking at what the other crew's dropped? So satisfied with that. We dropped another minute on stc 11 which amounted to 15:05 14th overall at petrol. The second half was much better, as we were getting into things by now, knocking off the old cobwebs. Total time dropped 5 minutes, 3 of which were down to Steve doubting himself. We pulled over because Steve wasn't sure we were on the correct route.

When he sorted it out it turned out that we were on route.

The Ryemoor as always was a well run event, with plenty of happy cheerful marshals to whom I thank.

Can't wait for our next event "The Primrose in April".

Car 18 Paul Paul Buckel/Steve Butler : Clitheroe & DMC

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

Jack Neal Memorial Stages Rally

Well after saying that I wouldn't even re-new my competition licence this year as I would take a year out of competing and get more involved with helping at events, I found myself at my second event of the year! (First being the Jack Frost Stages).

The guy I would be sat next to was Neil Marshall in his 205. It all came about through Neil been let down at the last minute so I received a call on Wednesday night asking if I could Co-Drive on Saturday. I jumped at the chance as I had co-driven on the same event a couple of years previously and really enjoyed the event and venue.

It was arranged that I would meet Neil at his house at 5.30 on the Saturday morning and we would then make the 2 hour journey to Blyton.

Upon arrival we got the car unloaded and checked it over before heading to scrutineering. All went well there so it was just a matter of adjusting belts and making sure my notes would suit Neil.

Due at arrival for ss1 at 10.04 we made our way to control. Once through control we went for our stage start time and lined up ready to go. Early into the stage it became apparent that something I had called wasn't even there! Well it was there on the stage plans but it made my notes simpler that it wasn't. On the first loop I was being so cautious of the split and focused so much on that I called the 90 right a bit late and it caused us to over shoot a bit and we had to slalom around a few cones to get back onto the stage. First stage over we headed back to service for a quick turnaround before the start of stage 2.

Stage 2 went a lot smoother than the first one as we were finding what worked well for each other and things went well and the stage went without any dramas for us.

Stage 3 was a bit different to ss1 and ss2 but didn't go without mishap for us. Coming into a chicane behind a BMW it appeared that he had moved across to let us past however at the last minute he pulled in front of us causing us to take evasive action.

Luckily enough we had some run off and escaped any damage.

By Stage 5 they had reversed the earlier stages which made things interesting. Again on the first loop we had an over shoot on a 90 left and ran into a barrier which luckily for us wasn't filled with water! A quick select of reverse gear and we were back on it hoping that would be the last of our mishaps.

Stages 6 and 7 went without any mishaps at all and we were looking at going into the final stage of the day maintaining our class and overall position.

Stage 8 and we felt that the day had gone really well even with our little de-tours. Coming out of Bishops towards the tight looking chicane just before The Wiggler, Neil braked and the car just locked up. The brakes had been faultless all day up until this point. We were very lucky as we must of just touched the barrels. Rest of the stage went smooth and we got the finish we had hoped for.

19th Overall and 3rd in class, we were happy to come 3rd in class with 1st and 2nd been a couple of 2 litre Escorts.

I told Neil that if he is ever stuck again not to hesitate to get in touch again so I hope he gets in touch soon!

Steve Perry : Clitheroe & DMC

**Photos Courtesy of Stephen Beresford
bezscobby40@yahoo.co.uk**



Alan Oldfield / Fred Roberts



Steve Simpson / Andrew



Neil Marshall / Steve Perry



Brian Whiting / Craig Simkiss



David Sutherland / John Marsh



Charterhall Rally

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JACK NEAL MEMORIAL RALLY BLYTON 22/2/14

The car we used was the one which had completed the North West Stages two weeks ago in the hands of Steve's daughter Hazel. Weeton had taken it's toll and a little attention was needed before the event. Steve took the car through scrutineering on Friday with no problems so we were all set for Saturday.

Saturday morning was bright & sunny at Blyton, sunglasses needed all round and the event got underway promptly at 10am. On the first stage we ran wide at a 90 left between cones and killed a cone before re-joining after letting a car which had been on our tail through.

The car had been a little tail happy during the first stage so we changed the suspension setting during the gap between stages – on the Micra this is done by taking a few psi out of the rear tyres! After that the car ran faultlessly to the end and we had no further incidents despite Steve pedalling as hard as he could. We even managed to trash the front tyres which had only done two previous rallies!

The event ran well all day with no delays and slick changeovers, the dry weather being a bonus - all credit to Chris, Heidi and the team. The results service was very fast, times going up virtually as the last car finished the stage. In the one litre Micra we were never going to challenge for honours but we had fun and chalked up another finish in 36th overall.

CAR 44 NISSAN MICRA 998cc
Steve Johnson/ David Barratt

Teenage Rally Driver Georgia Gears-up For Major British Championship

New British MSA academy rally driver Georgia Shiels, of Garstang, plans to take the big leap into the 2014 British Rally Championship this season, after only two years at the wheel.

Rising rally star Georgia, who turned 18 last month, had never driven a car or been to a rallying event prior to the summer of 2011 when she experienced a 10-minute teen driving experience and a passenger ride in a rally car. From this moment on, Georgia was hooked and began the "steep uphill" learning curve of basic car control, gear changes, sliding sideways and braking distances. After passing her BARS test for her Junior Rally Licence in late-February, 2012, she embarked on a full championship season in the Junior 1000 Ecosse Rally Challenge, with only a few hours of learning to drive her rally prepared Nissan Micra which arrived on her 16th birthday.

From those very first tentative steps on the start-line at the old Charterhall airfield in March, 2012, when she and co-driver Phil Sandham, of Morecambe, were placed eighth overall, Georgia has continually pushed' to the limits' and gone from strength to strength. She was seventh out of 12 competitors at Ingliston, near Edinburgh the following month; sixth out of 12 with co-driver Alistair Dodd at the Solway Coast rally in August; and by the end of her first season finished top lady driver in the first ever Ecosse Junior F1000 Challenge Championship. Georgia's best performance at a rally also came at Solway Coast, when BBC Alba film crews were on hand to interview and film the Junior F1000 competitors. Catch the BBC programme highlights at: <http://www.bbc.co.uk/programmes/p01160nt>

Recognised by the British Motor Sport Association, she was then invited onto their prestigious Advanced Apprenticeship in Sporting Excellence (AASE) scheme at Loughborough and competed against the more experienced UK Junior 1000 rally drivers at their last championship event of 2012. This was Georgia's first two-day event, including night stages, and she came eighth out of 14 in a very experienced field of competitors. This included having SKY Sports on hand, conducting interviews and filming the Junior F1000 cars competing. To watch highlights of the programme aired before F1 qualifying in Brazil, see video: <http://www1.skysports.com/watch/video/8275992/get-involved-rallying>



Get Involved - Rallying



Continued on Page 34

Georgia

Continued from Page 33

Moving on to 2013, Georgia was one of six Junior F1000 rally drivers chosen to showcase her driving talents with a Nissan Micra rally car at the Retro Race Show in Stoneleigh in February. Here she was treated to some demonstration laps around the rally circuit by David Llewellyn, who coincidentally had a very similar driving style to Georgia! Tony Mason also came over to say hello to Georgia as he was impressed with her driving style. He said that he hoped she'd progress to become the next Michele Mouton, and asked to be kept informed of her progress. What a lovely man.

Over the next 4 months, Georgia concentrated on completing her AS-level work, then in June she progressed up to a 2.0L Fiesta ST Group-N rally car, taking part in her first senior forest rally at the infamous Wales Nicky Grist Forest Stages rally, finishing a respectable 61st out of more than 120 starters, fourth in class, also being awarded the top lady finisher. Here she can be seen celebrating a very successful first venture out her with her co-driver Chris Davies. From here on, as Georgia's confidence grew, she progressed on to Neath Valley Stages where she was sitting comfortably 2nd in class and not far behind 14th overall, when she suffered a driveshaft failure just a few miles from the finish. A real shame, after putting in some incredible times and consistency, even with a puncture half way the longest afternoon stage which she had to drive to the end of, before quickly changing to the spare wheel (as down to the rim) before the final stage started.

Moving on to the Trackrod Rally Yorkshire in September 2013, she took a steady approach after suffering an oil leak and smoke in the cabin, but still managed a third place result in her class. Even so, with only a short number of forest rallies competed, Georgia

still managed to secure the ANWCC **Novice Champion Driver** in the Forest Rally Championship 2013.

A trip to the Autosport International Show at Birmingham in January 2014 resulted in Georgia undertaking discussions with car manufacturers, suppliers, MSA championship organisers, rally teams and even World Rally Championship legends like **Walter Rohrl**. After a meeting with Mark Taylor (BRC Managing Director) Georgia decided on a 3 year plan and came away inspired. This was extra special, after meeting some amazing people who offered fantastic support and advice for the season ahead. Most memorable were the team at Corbeau Seats and John Goff of the former rallyschool, who Georgia plans to work closely with over the 2014 campaign.

Plans are now taking shape for Georgia Shiels Rallying to start a fresh and even bigger challenge in the BRC this year. This will see Georgia competing on some of the best rallying venues in England/Ireland/Scotland/Wales, with the objective of achieving the highest result possible in her class and mixing it with those more senior competitors with several more years of driving experience. It is certainly gearing-up for a very exciting season, which Georgia hopes to see further development and major progression in her driving skills. She certainly feels as though there is much more to come and will be driving fiercely towards podiums and a class win, plus looks forward to showcasing her talents for all to see. Plenty of Media/Press reports will be coming out pre and post rallies, along with amazing SKY TV coverage after each event, so prepare to be entertained.

Anyone wanting to support Georgia in her quest to become the next lady BRC champion (and youngest), plus share in the journey and be involved in any aspect or advertising on the car or her attire, please contact her via Georgia Shiels Rallying on Facebook. Additionally, Georgia will be free to chat with budding rally fans prior to each rally, so she looks forward to meeting up with everyone at the first BRC rally on April 4th/5th. Come along early to the ceremonial start and meet the whole team/family. You'll easily recognize us in our pink hats and there is normally an abundance of delicious cup-cakes floating around, again, in their very own large pink cake-tins J.



Europe's premier winter classic motorsport show "Race Retro" roared into action over the 3 days of Friday 21st to Sunday 23rd February at Stoneleigh Park in Warwickshire. Visitors were treated to a fantastic celebration of historic motorsport of cars and bikes on road, off road and on track. This year's event was celebrating the 50th anniversary of McLaren's 1974 double championship win and the 30th birthday of the iconic Metro 6r4 rally car.

Some of the biggest names associated within motorsport were in attendance with the return of Sir Stirling Moss triple British Rally Champion & now movie stunt driver Mark Higgins, David Ilewellyn, Russell Brookes, acclaimed British engineer and race designer Tony Southgate, Barry Whizzo Williams, Barry Lee, Touring car legend Win Percy and Jaguar test driver Norman Dewis.

Anyone in the market for a classic or competition car could attend the Silverstone live auction with 1 of the largest sales to take place at a Race Retro show reporting sales of £1.6 million over the Saturday and Sunday. Also available were some other famous automobilia with star lots including a race helmet from 1978 used by the late great F1 driver James Hunt and a Honda NSX as used by 3 times World F1 Champion Ayrton Senna which sold for a mere £85,000.

The ever popular live action rally stage was this year also the starting point for 2 fantastic rally events organised by The Classic Rally Association and HERO respectively. The Classic Rally Association (CRA) Winter Challenge 5 day event will be taking in some iconic routes of Le Mans, Bourges, Valence and finishing on the now legendary Col De Turini before a prize giving ceremony within sight of Casino Square in Monte Carlo with the 1 day Retro Challenge event to the south of England. For the fans lining the stage who ventured out of the 4 packed halls of exhibitors ranging from engineering companies, parts suppliers, race series organiser's, autojumble, memorabilia and work from some of the most acclaimed artists from the UK and Europe were rewarded with driving demonstrations from past multiple British Rally Champions. Some rare, historic and replica rally machinery was assembled by the "Rallying with Group B" club which included the fire spitting monster's of the Group B era from Audi, MG, Mazda, a Lancia Delta S4, Group A Ford Sierra's, Colin McRae's Subaru Legacy and the rear wheel drive favourite's Talbot Sunbeam Lotus' and Ford Escort Mk1's & Mk2's. The rally stage running twice over the Saturday and Sunday offered excellent viewing and commentary from Roger Clark's 1972 RAC winning Co-Driver and Top Gear's Tony Mason. Rapid Karts from 1956- 1982 were put through their paces on stage courtesy of the British Historic Kart Club.

On 2 wheels the show celebrated 50 years of drag bike racing in the UK with a stunning selection of examples on show and individual motorbike owner's battled it out in the Racer and Cafe Concours Competition with sounds of yesteryear as some iconic motorcycle's roar into life within the "Fire Up Paddock".

Race Retro provides an excellent starting point for the new season ahead and is a must visit for anyone interested in the classic motorsport and this year's visitors suggest that historic motorsport continues to grow and become ever more popular. Race Retro will return to Stoneleigh Park from 20th-22nd February 2015 so make sure to book it in your diary for next year.

Report & images © copyright James Redman GriP



Weir Engineering Wyedean Forest Rally.



Cumbrian rally driver Paul Bird got his 2014 REIS BTRDA Rally Championship campaign underway with a battling second place in the wet and windy Forest of Dean on the Weir Engineering Wyedean Forest Rally. Fresh from victory on the Legend Fires North West Stages Rally, the 2005 National Champion was back in action in the woods for the first time in three months and competing for only the second time on the Chepstow based 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 pair were on the pace from the off but having to avoid the stranded Stephen Petch cost them vital time on SS1 and after the following stage, Bird held third place behind Scottish Ford Focus WRC drivers David Bogie and Euan Thorburn.

Thorburn then encountered problems leaving the battle for the victory between multiple Scottish and former British Champion Bogie and Langwathby driver Bird over the final few stages.

Although matching Bogie for the fastest time on the Yorkley stage, the British Superbike and MotoGP team boss couldn't find a way past so sensibly decided to settle for runner-up spot in the tricky conditions, just over a minute down on Bogie, meaning he goes into his home event, the Malcolm Wilson Rally on March 8th brimful of confidence.

Bird has won the Cumbrian event on three occasions (2004, 2006 and 2007) and has come so close to adding a fourth victory on a number of occasions only to suffer bad luck. One more would put him level with the record fellow Cumbrian Bill Dobie set over 30 years ago so with the added bonus of maximum BTRDA points on offer, it could provide the incentive needed.

Paul Bird: "I'm well pleased with that result and it's got our championship off to a great start. The conditions were very difficult but give all the problems they have been having down here with the weather, the fact that the organisers got the rally on was fantastic. It's been a few months since I drove on gravel but I feel I'm driving well now, and the extra training I'm doing is helping. David is a quality act as his record proves and we had no answer to him today so when we realised we couldn't beat him, we experimented with some settings on the car including with the tyres, which didn't really work out. It's only the second proper time on gravel in the past year so I'm hoping it will be a different story when we arrive in the Lake District next month.

I am extremely saddened to have to report the death of David Winstanley, who has filmed both the Roger Albert Clark Rally and R.A.C. Rally Championship. David was found dead at his home yesterday and it seems that he died from natural causes.

David joined us in the early days of the Roger Albert Clark Rally and was then the obvious person to film the championship when the 2013 season started. He consistently delivered superb programmes which captured the atmosphere and appeal of historic rallying. His passion and enthusiasm for the sport always shone through in his programmes and his work was an important factor in the growth of both the rally and the championship.

Throughout all his work, David retained his great sense of humour and always had time to chat to crews, wherever they were in the running order. The sport has lot a real character and a great advocate.

I am very pleased that he was able to return to driving for last year's Roger Albert Clark Rally and it is sad that he will not see his Alfa Romeo project come to fruition.

We send our sincere condolences to David's family and many friends in the sport. He delivered great TV programmes and his coverage of the 2013 championship was truly outstanding. Rest in peace, David, you will be greatly missed.

Colin Heppenstall



Red Kite Historic Stages Hill takes opening WWRs R.A.C. Rally Championship counter

Richard Hill and Pat Cooper took a dramatic final stage victory on the Red Kite Historic Stages (Sunday 2 February), the opening round of the West Wales Rally Spares R.A.C. Rally Championship.

With a fine 60-car line-up of championship contenders, the Red Kite delivered a cracking start to the season as crews tackled superb stages in the Caio and Crychan complexes. Despite all the pre-event rain, the stages were in excellent condition and heavy rain that returned as the leading crews tackled the deciding 15-mile stage in Crychan made conditions very challenging.

After leading from the start, Nick Elliott and Dave Price took a lead of 28s into the final stage in their Ford Escort Mk2. However, with two miles to go they were caught out by a bump and crashed out of the rally, leaving Hill and Cooper to win by 45s from the flying Terry Brown/Den Golding and Tomas Davis/Eurig Davies.

The first of two enthralling battles came in Category 1 as Ray Cunningham/Gary McElhinney (Mini Cooper) ended the rally tied with Simon Wallis/Graham Wride (Lotus Cortina). The Mini crew took the Category on a tie-break and also claimed first blood in the Aldon Automotive Mini and Imp Cup.

It was even closer in Category 2 as Chris Browne/Ali Cornwell-Browne beat fellow Escort Mk1 crew Roger Matthews/Paul Morris on another tie-break after pulling back a 1s deficit on the final stage. Browne got the nod after being a single second faster than Matthews over the opening stage

Weir Engineering Wyedean Forest Rally



The REIS BTRDA Rally Series began in mid February with the traditional season-opener, the Weir Engineering Wyedean Forest Rally, and, for the second year running, it was an 'interloper' who took the event by storm! In 2013 Connor McCloskey/Francis Regan stole a march on those more familiar with the stages in the Forest of Dean and, this time, it was David Bogie/Kevin Rae (Ford Focus WRC) who showed the rest how it should be done.

In theory, the five-times Scottish Rally Champions (2009-13) were only using the Wyedean for a bit of pre-match practice before beginning the defence of their current title on the Inverness-based Snowman Rally the following weekend. However, having registered for the BTRDA Series, they lead the table in some style - there were seven stages on the agenda and Bogie set FTD on six of them and was equal fastest on the remaining one!..

After 43 miles of competition, they arrived back at Chepstow Racecourse just over a minute in front of Paul Bird/Aled Davies whose Focus WRC had finished in a similar position last time it appeared on the event in 2011. Luke Francis/John Roberts have forsaken Group N for the new season and, first time out in their B13 Mitsubishi Lancer EVO9, took a fine 3rd overall.

In the absence of McCloskey, Euan Thorburn/Paul Beaton started the Wyedean with No.1 on the doors of their Focus WRC. They had been leading last year but retired before the start of the final stage and, this time, they were the closest to their fellow Scotsmen over the first couple of stages before strange noises emanating from under the bonnet of the Focus sent them heading back to the Borders to prepare for the trip to Inverness earlier than they had anticipated!

Having won their first BTRDA Series event towards the end of last season, Stephen Petch/ Ian Windress were another crew starting the year with high hopes. Unfortunately, dropping the rear wheels of their Focus into gully on the opening stage of the day also reduced them to the rank of spectators.

Like Petch, Ollie Mellors had not contested a full season in 2013 but had exhibited considerable speed in his Proton on the events he did do. Out on the Wyedean in a Satria, rather than the Millington-engined version, he and Alex Lee were 3rd quickest through the longest stage, in Speech House, on their way to 4th overall and a good haul of points.

The Group N battle is without the aforementioned Luke Francis and also Jamie Anderson/ Ella Flynn who are taking some time out. On this occasion it was Russ Thompson/Andy Murphy (Lancer EVO9) who, in their first season in 4WD, stepped up to the plate with an excellent 5th overall, one place and a minute ahead of the similarly-mounted Roland Llewellyn/Jamie Edwards.

David Bogie



Luke Francis



Russ Thompson

SD34MSG PRIZE PRESENTATION NIGHT MARCH 28th

See page 20 for details

ADMISSION IS STRICTLY BY TICKET ONLY

AND LIMITED TO 120 (insurance etc)

The deadline for ANY SD34 members/club to purchase tickets is March 10th

It will then be advertising it in ALL the local rags and Motorsport magazines.....

Basically Prize winners who cannot be bothered to get a ticket beforehand

MAY not receive their trophy on the night !!!!!.

BASICALLY NO TICKET, NO ADMISSION

Tickets available from

Rod Brereton : pdms@clara.co.uk

February TV Stardom,

Northwest Stages and the Jack Neal at Blyton

So February arrived and it was all systems go for the North West stages. I know half this issue is pretty much dedicated to this event so I'm not going to harp on about it you're probably bored with reading about it already, other than to say a massive well done to Steve Hudson and James Chaplin, winning their class and on such a strong finish.

From my point of view, the event is slowly gaining kudos, and personally I think that until we get closed roads round here, this event will certainly always be a contender for the best event in the North West. Some people may disagree with me here but having been involved with the event for the past 3 years, I can certainly see a change in the event and how well supported it has become by local businesses and spectators alike.

Stupidly on the Friday afternoon I agreed to being filmed for the show that was produced about the event..... here's me thinking it would end up on the cutting room floor, but by all accounts (as I've still not seen the show) the entire interview made it onto the final cut! I've received a barrage of abuse from my mates, people in the club are walking up to me and asking I was the bloke on the telly and then to really blow my mind, I called David Audens up to reinsure my road rally car, was asked for my surname and then got "was that you on my telly this weekend!"

So, moving on and it was time for Blyton again with CDMC for this years Jack Neal Rally. Once again I had the joys of being on stage arrival, which was great fun again being able to have the craic with all the drivers before the start. So Friday morning we all headed down to Blyton to set up the event. This years setup was well supported by many CDMC members so thanks to you all for coming down and giving up your free time to setup. There was then the tradition trip to the pub for tea and beers then back to the static caravan for a night of trumping and snoring in harmony !!

Saturday was a bright and early start, and fortunately the weather was with us for the event which certainly made the day more pleasant! So stand out drive of the day from the event had to go to Simon Mauger in the 1400 cc Micra. By all accounts the escort was sick so couldn't make it but he certainly didn't fail to provide the entertainment. Watching a little white micra smoking a mk2 escort down the back straight certainly was the highlight of the day for me!

So moving forward into March - myself and the goat (Maurice Ellison for those not familiar with my knick name for the Grumpy Old Git) are flat to the mat trying to finish off everything for the primrose navigational rally in April. This event will be run on a navigational permit, and will be plot and bash. However, this will be as simple as possible and would make a really nice introduction for navigators and drivers alike to the dark art that is p and b. Please don't let this put you off entering as it won't be as hard as you think it will be, plus the route is a corker! I'm off out tomorrow (Friday 28th Feb) with Maurice having another look at the route and working out some NAMs etc for you all to play in.

Regs will be out in the next week, I hope to see you all out on the event .

Mat (the Beaver) Kiziuk

Beaver Tales



TV STAR ?



Perks of the Job



Who ? Me?



Mo's Mutterings

or

Grumpy Old Git Gets on his Soapbox



Following the 12 car rally that CDMC/Matt Kiziuk ran in December last year it was decided that a few Navigator Training nights might prove beneficial.

It was thought that we might get a few people there that had not done a great deal of Navigating.

I printed off 20 copies of a short route (10 fig map refs) for the crews to plot and to get the feel of what people knew.

I ran out of copies for prospective Navs to use and crews (yes there was the odd driver there too) had to share.

I think it went down well but I was not prepared for that level of interest, and was surprised how differently each crew seemed to go about getting the route onto the map

The last Tuesday of each month will now be Navigator Training night at CDMC and will move on from basic map references to the more complex ways of getting lost! Tulips, Herringbones and some of the more imaginative stuff that Clerks of Course have dished out at one time or another

We are also going to test that knowledge with a few table tops and the odd scatter.

Feb will be a table top - nothing too difficult.

For March we have a Scatter planned

So whilst all the above is going on at Clitheroe & DMC **Garstang & Preston MC** have been having similar thoughts and they have also started their Navigation Classes. I receive a phone call from Ian Farnworth wondering if the SD34MSG Interclub Table Top Challenge would be running again. Seems that they have a few aspiring Navigators wanting to put their skills to the test.

Any other clubs interested in taking part?

Drop me a line : sd34news@gmail.com



Ok its not Motorsport but on the 15th of February I became a Grandad again. Pheobe, 5lbs 12oz to my youngest daughter Anna



Despite the appalling year I have had in the left hand seat I still managed to get my hands on a pot. Courtesy of West Cumbria Motorsport Club and Dan Hurst in his Fiesta

I was out on the Legend Fires North West Stages.

I would like to say I was marshalling but I wasn't.

So - No marshalling points for me this year then!

Instead I was a guest of Lookers (Courtesy of Matt Kiziuk) and spent my time either in the Rally Village or spectating or warming up with copious cups of hot fresh coffee. Matt was working and seemed to be getting very stressed out by the end of the event.

Steve Hudson was competing in the Road Rally Class (his last Stage Rally was 15 years ago) and I was watching on the first stage at Trax.

Last year I was with Steve at Trax and Lookers had the same stand for its guests this year.

Knowing that all his mates would be at this location I was a little concerned that Steve would be trying just a little too hard and consequently stuff it into the banking on this corner. He was going well past us but sensibly (bet he never expected me to use the words Steve Hudson & sensible in the same sentence!) and went on to a class win. Well done Ste !

Congratulations too to all involved, As an onlooker everything seemed very slick and well organised and the poor marshals who every year turn out to endure the most appalling weather that this event throws at them deserve a medal and our thanks



Since writing the bit above about the LFNWS the above photos have been posted on facebook.

Better rethink that comment about SENSIBLE !

A few less pages this month - have been unable to convince anyone to do 'Spotlight On' + there are only 4 weeks in February - so not as many events, and the events that did take place (other than NWStages) have been towards the end of the month, leaving very little time to hassle my usual scribes into submitting their articles. (last minute reports now bring it up to 58pages) However, I am chuffed to bits to have got a bit more info from clubs for the 'Around the Clubs' section. Keep it up

Enjoyable day at the Jack Neal Rally held at Blyton. Nice & early start for me - got up at 4am and set off at 5am. The whole event ran as slick as is usual. The only problem for me was that not a right lot happened and I dozed off between the stage turn around between 6 & 7 and missed the first 10 cars of Stage 7. ZZZZZZZZZZZZZZ

Out & About with Gemini

Chris Evans is a medic by day and a radio controller, he's one of the WRGB HQ controllers and sent us the letter below

Good Afternoon Gentlemen,

I hope that I find you all well and I hope to see/speak/work with you all at some point during 2014.

Please can you all do me a huge favour (as your databases are far larger than mine) and spread the word for me, that I am partaking in a Tandem Skydive for charity (North West Air Ambulance) on April 26th.

Here is a little background:

So, why am I jumping out of a plane at 14,000ft strapped to another human and a piece of silk?? I had finished the last of my three day shifts on the Wirral on New Years Day and was relaxing at home with a well deserved drink and I saw a tweet on their twitter feed

(@NWAirAmbulance) advertising the opportunity to join them for a

Charity Tandem Skydive and thought, in a moment of madness, yes I like the idea of that, so I contacted them and registered, after all, you have to do something mad in a year!, Don't you? The countdown then began, as did the fundraising.

This great charity now have THREE (one currently on trial) Air Ambulances working throughout the whole of the North West, with one soon (if the trial is successful) to be based in the Wirral / Liverpool area. The accessibility to this fantastic service can make such a difference to people who need to get specialist treatment in the most critical of times where a land Ambulance would take longer by road to the designated Hospital in the more rural areas of the North West region and with it being a Charity, they need all the help they can get and when in work, I just never know when I will be treating a patient or patients who may need their services - but knowing that they are there if needed, is always a great.

As well as putting up sponsor forms on the Ambulance Stations I work out of, I have also set up a 'Just Giving' page - www.justgiving.com/Stato12648 where people can go online and donate as little or as much as they wish, in addition to this people can also donate by way of Text message by sending NWAA71 £5 to 70070 (It doesn't have to be £5, it could be £1, £2, £5, £10 or what ever they wish) but whatever amount, it will be added to their mobile phone bills. I have placed a target of £500 but I am looking to completely obliterate that total as it costs in excess of £4.2 million to keep two of the aircraft in service, so now there are three, you can imagine the rising costs.

Kindest Regards

Chris Evans

Gemini Communications Team

MOTORSPORT MANAGEMENT SAFETY SYSTEMS

Serving Motorsport for 45 Years

www.geminicommunications.org.uk

Bill Wilmer 07973-830705

w.wilmer@btinternet.com

2014 Events & Dates

16th March

Pendle & DMC + Garstang & Preston MC

Lee Holland Stages

Ty Croes

23rd March

Stockport061MC

SMC Stages

11th May

Weeton

John Overend Stages

Melbourne

17th May

Knutsford & DMC

Plains Stage Rally

8th June

Blackpool South Shore MC

Keith Frecker Stages

Weeton

29th June

Warrington & DMC

Enville Stages

Ty Croes

13th July

Westmorland CC

Greystoke Stages

10th August

Bala & DMC

Gareth Hall Memorial Stages

Trawsfynydd Ranges

7th September

KLMC, EVMC, NMC

Pendragon Stages

Warcop

28th September

Pendle & DMC + Garstang & Preston MC

Heroes Stages

Weeton

19th October

NWMC

Cambrian National

1st/2nd November

C&AMC

Glyn Memorial Stages

Ty Croes

8th November

Bolton-le-Moors CC

Neil Howard Memorial

Oulton Park

11th - 13th November

Wales Rally (GB) 2014

22nd November

Clitheroe & DMC

Hall Trophy Stages

Blyton



Closed roads is back on!

The MSA's campaign to bring Closed Road motor sport to mainland Britain looks to be back on track, with a public consultation set to be announced at some stage this month.

After a frustrating past year, during which all work on the case within the Department for Transport ground to a halt as resources were diverted towards the HS2 rail project, the government has now gained a new enthusiasm for the concept and seems to be prepared to move quickly to gauge public response to the proposals.

As soon as the government launches the consultation, the MSA will circulate guidance notes to all members, explaining how they can respond and also highlighting some key points to be made in any response.

"It was a very welcome surprise to find that things were moving again," says Ben Taylor, MSA Communications Director. "We have managed to provide additional support to DfT who were unable to move it forward, and the Department for Culture, Media and Sport has recognised the potential value of the legislation and has stepped in to assist.

"What we really need now, in advance of the consultation process, are examples of Local Authorities who would be interested in taking advantage of the proposed legislation.

If anyone from a Council or other public body is prepared to make a statement in support of the proposals, we would love to hear from them as soon as possible."

MSA honours best of British at prestigious ceremony

The winners of British motor sport's premier championship titles were crowned at the Motor Sports Association's prestigious Night of Champions at the Royal Automobile Club in London last month (18 January).

Recently retired sportscar racing legend Allan McNish, the Guest of Honour, presented trophies to all of the 2013 MSA British Champions. McNish, the reigning Le Mans 24 Hours winner and FIA World Endurance Champion, was also honoured with a special presentation from MSA Chairman Alan Gow in recognition of his outstanding career and support of British motor sport. A series of special awards was also presented to recognise outstanding achievement across the motor sport spectrum.



Show-goers praise ASI AutoSOLO

The MSA has received positive feedback from some of the 1,300 Autosport International visitors who go their first taste of club motor sport with a free passenger ride in a special Go Motorsport AutoSOLO.

Among them was show-goer Terry Neil, who visited with his two sons. The trio enjoyed the cars and exhibits in the main halls and the Live Action Arena but it was slaloming down the AutoSOLO course that made the biggest impact. "After a fantastic day at the show, with all that we had seen, for us it was the guys at Go Motorsport that we talked about the most on our way home," said Neil. "Thanks so much to all the guys for making a great day such a memorable one, you inspired us all."

Go Motorsport RDO Andrew Bisping was one of the drivers on the day. "This event was a real eye-opener for so many people," he said. "Many visitors simply didn't realise that an everyday car is perfectly suitable for AutoSOLO and other entry level disciplines. Some of the teenage passengers were also intrigued that they may start competing before they are old enough to drive on the road."

Go Motorsport thanks to all the club competitors and volunteers who donated their time and energy to make this event such a great success.

"After a fantastic day at the show it was the guys as Go Motorsport that we talked about most on the way home"



WRC's Meeke takes top ANICC award

World Rally Championship star Kris Meeke headed home after his podium finish on the season-opening Rallye Monte Carlo to collect the 2013 Northern Ireland Motorsport Award.

Meeke, who is spearheading Citroen's 2014 WRC attack, was chosen by fellow members of the Association of Northern Ireland Car Clubs (ANICC). He also won the award in 2009 after taking the Intercontinental Rally Challenge (IRC) title.

"I know there are many others who have achieved more than I did in the past year but it is important to know that I have so much support at home," said Meeke. "The Monte Carlo was a really testing event, having to contend with ice, snow and everything else but my third place was the perfect start to the year."

In total more than 200 trophies were handed out by Alan Drysdale, chairman of the 2&4 Wheels Steering Group, to successful competitors

2014 MSA Officials Seminars

The 2014 MSA Officials Seminars have commenced, kicking off with 40 attendees at the Basingstoke venue and 42 at Sevenoaks.

This year's seminars are aimed primarily at unlicensed club and event officials, which include – but are not limited to – club stewards, secretaries of the meeting and unlicensed clerks of the course.

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



MSA hosts FIA commission and prize giving

The MSA hosted the FIA Off Road Commission meeting and prize giving ceremony at the Hilton Hotel near Motor Sports House earlier this month, with more than 200 guests in attendance.

The event was organised by FIA Off Road Commission member and MSA Race, Speed and Kart Executive Cheryl Lynch, assisted by the MSA's Andrea Butt and Lydden Hill. Among the guests were all the prize winners from the FIA European Rallycross and Autocross Championships.

Graham Stoker, FIA Deputy President for Sport, joined MSA Acting Chief Executive Rob Jones in handing out the silverware, while broadcaster Andrew Coley acted as compere. Meanwhile Liam Doran's Citroen DS3 Supercar was displayed in the hotel lobby.

Lynch said: "The MSA was honoured to welcome the FIA Off Road Commission to the UK for the first time. The whole event was a great success and warmly welcomed by all the delegates and guests, from commission members to prize winners and championship personnel. The prize giving ceremony was a particular success and will no doubt prove a memorable occasion for all who were there."



**Former World Rally Champion
Petter Solberg with
@thanksmarshal**



Formula E chooses UK's Donington Park for HQ

Formula E, the FIA's new global electric racing series, is constructing its headquarters and team facilities at Leicestershire's Donington Park Racing Circuit in a major boon for British motor sport.

The state-of-the-art facilities will house the 10 Formula E teams and the championship's operational staff, totalling more than 150 people. The teams will use the circuit for testing and developing their Spark- Renault SRT_01E race cars.

Alejandro Agag, CEO of Formula E, said it was an easy decision to be UK-based. "We looked at a number of locations around Europe but the British motorsport industry is regarded as the best in the world so it was an easy decision for us to be based in the UK and our new facilities at Donington Park provide the perfect central location for operating the FIA Formula E Championship," he said.

Rt Hon Michael Fallon MP, Business and Energy Minister, added: "Formula E's decision to locate the international teams and its global HQ at Donington Park shows how Britain's thriving motor sport industry is continuing to attract international investment. With investment from the Government's Growing Places Fund - secured through the Leicestershire Local Enterprise Partnership - Formula E's new facilities will further promote Britain as a leading innovator in developing technologies for energy-efficient cars. Motorsport is now one of the key growth sectors, and a great British success story."

Technical Regulations

General advice regarding competitor clothing

Specifications for these items are set out in *MSA Year-book* regulation (K)14.3.

For overalls, the requirement is that they are FIA homologated. Competitors should be aware that the only overall standard acceptable in racing is FIA 8856-2000, whereas in stage rallying, speed hill climbs and sprints either FIA 8856-2000 or FIA 1986 are acceptable.

The requirement for underwear, gloves and boots is that their materials comply with the ISO 6940 standard. Items that have been FIA-homologated will meet this requirement, while those that have not been FIA-homologated must carry labelling to confirm that the materials used meet ISO 6940. Note that some event/championship supplementary regulations are specific in requiring FIA-homologated attire rather than referring to MSA Section K.

General advice regarding seat mountings

Both FIA and MSA Regulations define seat mountings as individual items (see MSA regulation (K)2.2.1 and drawing No. (K) 32).

Most seats use two side-mounting brackets. However each of these brackets incorporates two individual mounting points, thereby satisfying the requirement for four mounting points per seat.

There is a small number of FIA-homologated seats that are 'base-mounted', i.e. the four mountings are built into the seat base. This is acceptable, though it should be noted that each mounting must be a minimum of M8 with each counter plate having a surface area of at least 40cm² (K2.2.1.) and 3mm thickness (K2.2.3.).

Helmet standards

Competitors are advised that FIA regulations no longer accept the **BS6658 Type A/FR helmet standard**, so it is not acceptable for international events. However this standard remains acceptable for MSA national events.

Competitors competing in overseas national events are advised that most ASNs (national governing bodies) follow FIA regulations in full. Therefore any competitors competing in a UK championship with an overseas 'away round' should be aware that their BS6658 Type A/FR standard helmet may not be acceptable for that round.

For reference, the FIA technical list detailing the acceptable International Helmet Standards is Technical List No.25, which can be viewed by visiting:http://www.fia.com/sites/default/files/regulation/file/L25_standards_for_helmets.pdf

GET INVOLVED

HELP SPREAD THE MESSAGE

TAKE A MATE:

Why not take someone along to their first event and see the look on their face when they realise that they can do it too.

DO SOMETHING SPECIAL:

Get involved in National Motorsport Week 2014 and help your club organise some kind of activity or event to spread the word.

GET STICKING:

Have you put Go Motorsport stickers on your competition car? We can supply stickers and other promotional material for you to hand out to reach new audiences.

GO BACK TO SCHOOL:

Organise for your club to make a presentation in a local school, invite the local paper and increase awareness of what you do.

CONTACT YOUR RDO:

Speak to your local Regional Development Officer (details on the Go Motorsport website) and work with them to benefit your club.

ANY OTHER IDEAS?

Let us know what you want to do, or just do it!

Please support this worthy initiative from the MSA

Motor Sports Association – governing body of four wheel motor sport – has welcomed the launch of a government consultation regarding a proposed change in the law that would allow motor sport events to take place on closed public roads in Britain.

The Road Traffic Act states that it is illegal to organise or take part in a race or trial of speed on the public highway, but the MSA has been pushing successive governments to devolve power to local authorities to enable them to suspend the Road Traffic Act without having to resort to an Act of Parliament.

Such an amendment would enable competitive motor sport events such as stage rallies, sprints and hill climbs to take place on closed public roads, as already happens across mainland Europe, in Northern Ireland, the Channel Islands and the Isle of Man.

The MSA is now calling on the motor sport community to respond to the consultation and demonstrate the huge groundswell of support there is for these proposals. The governing body has produced a guide to the process and template answers to some of the questions posed by the consultation. This can be found on the MSA website: www.msauk.org/uploadedfiles/newsletter/ClosedRoads.pdf

Rob Jones, MSA Acting 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. 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 with our sport – competitors and volunteers, clubs and organisers – to respond positively to the government consultation before the 10 April deadline.

"The government's enthusiasm for motor sport, and its launch of a public consultation, reflects years of hard work behind the scenes. It's now up to us all to grab this chance to take the closed road campaign a big step closer to the finish line."

Sir Jackie Stewart OBE, three-time F1 world champion, said: "I whole-heartedly support the initiative to introduce the opportunity for motor sport to utilise appropriate public roads for sporting events. The British motor sport industry is one of the UK's most successful enterprises and we indeed lead the world in this field. There are many other countries that use their roads on a temporary basis for significant sporting events that attract worldwide interest. In many cases it can even progress safety standards on those same roads for the benefit of the general public and all road users. The MSA (Motor Sports Association) are very conscientious regarding all matters involving safety."

Nigel Mansell CBE, former F1 world champion, said: "I have seen first-hand the very significant impact of motor sport on the economy of the Isle of Man and Jersey, so this would be a great move forward for the sport and would bring visitors and pride to parts of the country that wish to stage such events. I am delighted that this government is embracing motor sport which will assist the UK's world-leading position, and improve the sport's ability to help provide opportunities and focus for young people."

For the MSA guide to the consultation and suggested responses please go to: www.msauk.org/uploadedfiles/newsletter/ClosedRoads.pdf

U17MC

Parents have a valuable role to play in shaping the values, attitudes and driving behaviours of their children. However, all too often, parents feel ill-equipped to address driving issues and often fall into a cycle of repeating the bad habits they have picked up over their own driving life.

The aim of the Car and/or Bike courses is to galvanise and refresh parent's skills together with those of their children.

Additionally, we have developed an effective introduction to Motor Sport via the PCA Intro course. These courses offer a combination of both classroom and 'hands on' practical based sessions on key road safety themes, giving the group positive information for safe driving for life.

Participants are able to gain valuable driving experience through practical in-vehicle training with experienced Approved Driving Instructors (ADIs) and Motorsport Instructors.

The training takes place off road in a secure environment for all from the age of 14.

Full membership is required to attend a course.

Membership per family (2 adults & all children 21 and under) is £5. A course may be run for groups of young persons from organisations the membership fee will be £2 each person. All course fees must be paid to the course provider before the course starts.

Each Member (i.e. under the age of 18) should have a responsible adult with them, (who is preferably, but not necessarily, a parent), responsible for him/her who will be present at each meeting. This person must have held a Full Driving Licence for at least three years AND be over the age of 21. Active participation is needed from all members to run the club, and in particular, to ensure safety at meetings

For more information visit <http://www.u17mc-northwest.org.uk>

Jari-Matti Latvala won Rally Sweden for the third time to move to the head of the FIA World Rally Championship standings.

The Finn, who claimed his maiden victory here in 2008, beat Volkswagen team-mate Andreas Mikkelsen by 53.6sec after a tight battle through snowy forests in Sweden and Norway. Mikkelsen, who twice led the rally, secured his first WRC podium.

Third went to Mads Ostberg who finished just 5.9sec behind his fellow Norwegian to secure his fourth consecutive podium in the championship's only true winter round. World champion Sebastien Ogier, Mikkelsen and Latvala dominated the opening leg in their Polo R cars. When Ogier dropped more than four minutes yesterday morning after crashing into a snowbank, Mikkelsen moved to the front.

Two stages later Mikkelsen did the same and Latvala was ahead. Mikkelsen remained in close contact and they started today's longest leg separated by 3.6sec. But when Mikkelsen plunged into the snow for a second time this morning, Latvala could relax.

Ostberg struggled for confidence initially in his first loose surface rally in a DS3, but came to terms with the car and saw off the Ford Fiesta RS cars of Mikko Hirvonen and Ott Tanak.

Hirvonen finished 1min 27.4sec behind with Tanak delivering possibly the drive of the rally to take fifth after more than a year away from the championship. He was 33.6sec behind Hirvonen.

Ogier recovered from 20th to finish sixth, overhauling Henning Solberg in the penultimate stage. Pontus Tidemand, Craig Breen and Kris Meeke completed the leaderboard, Meeke bouncing back after losing seven minutes and sixth place when he slid into the snow this morning.

Elfyn Evans was on course for ninth until crashing his Fiesta RS in the final stage, while Martin Prokop retired this morning when he went off and became stuck in the snow.

Hyundai duo Juho Hanninen and Thierry Neuville finished down the order after respectively damaging a wheel and breaking the front right suspension on their i20 cars yesterday and Robert Kubica was 24th after three lengthy spells in the snow.

CDMC member & BARROWFORD navigator

Daniel Barritt saw plenty of reasons for encouragement at the **Rally Sweden** – despite a crash thwarting hopes of a top 10 finish. Barritt and driver Elfyn Evans sat in ninth place going into the 24th and final stage of the World Rally Championship event, before they slid wide in difficult conditions in their Fiesta RS WRC and hit a snow bank, forcing them to retire. “It damaged the radiator and unfortunately we couldn’t carry on,” said Barritt. “We didn’t want to carry on and risk damaging the engine. “It was a bit disappointing because it was going well but we still achieved quite a lot. “It was Elfyn’s first rally in those conditions and we more than held our own against people who are really experienced in those conditions. “The speed was good and the times were quite close, so it was very encouraging. “The conditions were difficult, everyone was expecting a full snow rally but the temperature actually went above zero the day before the rally. “By Friday and Saturday a lot of the snow was gone and we were driving on gravel, which isn’t easy in full snow tyres. It was a very different feeling. We had done a two-day test beforehand in northern Sweden when it was minus 10 degrees and fully iced roads, and in the end they weren’t the same conditions as the rally. But it was the same for everybody.” Welsh driver Evans, making his first appearance in the World Rally Championship this year, said: “We were achieving what we wanted from the event, improving the pace and on course for what would have been a good result for us, so it is really disappointing that it had to finish the way that it did. “We were going into a corner that tightened, but unfortunately I didn’t have that marked in the notes. “It wasn’t a very high speed incident by all means, but the back end stepped out and after that there wasn’t a lot we could do to save it. It is extremely disappointing to end the event like this, but at least we got through the majority of the stages. It was a good event in terms of gaining experience, so now we just need to take that forward and move onto the next one.” The duo are next in action at the Rally Guanajuato Mexico. The event starts on March 6, with Barritt and Evans travelling to Spain for testing beforehand.



Daniel Barritt taking positives despite Swedish crash

Inside the Industry with Paul Gilligan



January Car Sales Start 2014 With A Bang

Most forecasters had suggested that after rising sharply in 2013 UK new car sales would flatten in 2014 with maybe 1% growth. In January though strong growth continued, sales 7.6% up on last year. After Vauxhall's new boss had promised to overtake Ford, his sales were actually 18% down on last January, Ford 11% up. Perhaps he should have left the lion to sleep more peacefully, a reaction was inevitable. In fact Vauxhall only just hung on to second place, only 450 sales ahead of VW.

VW Group had a great January, VW themselves 25% up as were Skoda, SEAT 36% up. With Audi VW Group now take almost 22% of the UK market. Audi remained first of the German prestige manufacturers on 10700 sales, BMW 7900, Mercedes breathing down their necks on 7800, the Merc plan seems to be working. Audi's only problem could be they are running out of cars just now.

Jaguar On The UP

It's no secret that Jaguar are having a hard time just now, particularly in the UK. XJ is a very slow seller as are all big saloons in this country, XK is being very heavily discounted to maintain some level of sales, I could tell you the % but I'd have to kill you. You don't get a BOGOF. But almost. The fine F Type convertible suffers from being over-priced leaving XF to carry the burden. However things are brightening up. F Type Coupe has just been introduced about 10% cheaper than the convertible. And it has a decent boot!

The big good news for Jag starts in 2015. Next January their new engine plant in Wolverhampton opens geared to employ 1400 people and produce up to 400,000 engines a year for Jaguar and Land Rover. Until then JLR are reliant on Peugeot and Ford to make their engines. Gradually the engines will be all new designs unique to JLR and be the cleanest and most economical they have ever used.

More big news in 2015 is the launch of the new small Jaguar to compete with BMW 3 Series and Audi A4. All the signs are that Jag have got it right this time and this car alone could double Jaguar volume at a stroke. Then in late 2015 Jaguar launch a small SUV and there's more to follow.

How Many Toys Can One Boy Want?

The range of options available on top end cars these days is just bewildering. Last week I sold the most expensive car I've ever handled, a Mercedes GL 63 (think Range Rover) which started at £90500 and ended up at just over £109000. Not a cheap car to begin with but a luxurious one, and with a handbuilt 6.3 litre 557bhp twin turbo V8 not a slow one! 23 mpg at best and CO2 of 288g/km won't impress the Greens, but I don't think that will worry my customer too much.

Part of the increase in cost was the greedy Government demanding £1065 for 1st year road tax and another £55 for 1st Registration Fee. Then Merc wanted another £590 to actually deliver the car to the showroom. After that the buyer got stuck into the toy box known as the Options List. Here are just some of his choices:

With something so vast £675 for a Parking Package with 360 degree cameras seems sensible. I'm not sure what the Driving Assistance Package does, but at £2350 it needs to be useful. The interior will be improved by the Ambient Lighting (only £365) and the Bang & Olufsen Sound System, although to me £4335 for the music is a lot for a house never mind a car. To better admire the view £920 for a Panoramic Sunroof is sensible, and if that might make it too warm inside then £750 for cooling for the front seats, £525 for 4 Zone Climate Control, £280 for rear seat Sun Blinds, and £100 for double sun visors for driver and front passenger are all obviously required.

To ease the tedious business of actually getting into and out of the thing the electric Easy Entry System (£410) folds the second row seats forward to permit entry to the third row, whilst the Power Closing (£575) takes care of that chore for front and rear doors.

To eliminate boredom on long journeys a TV (£1035) helps, but to watch on the move you need SplitView (£1020) so the driver sees the Navigation whilst the front passenger sees TV. Clever!

Driver comfort is increased by the addition of a Wood & Leather trimmed steering wheel at £615, so surely that's about it. Hang on a minute though, horror of horrors, you're tooling down the Autobahn at about 120mph and 15mpg, cosseted by cooled seats and B&O music, BUT your refreshing drink nestled in the cup holder is too hot or too cold for your tastes. Don't worry, it won't happen to my man because he had the sense to specify the Temperature Controlled Cup Holders at an extra £220. He can even enjoy his Coke chilled whilst the other half of the machine keeps the front passenger's coffee warm!

Rich though he is my customer was a little upset when he walked into his local London Merc dealer to be told it was a privilege to be allowed to purchase such a car, and there would be no discount with the full £109220 required. He was happier when I was able to offer it at a fraction under £100k and be left with a Groat for myself. Maybe I'll get to deliver it? (With warm coffee!)

Big Brother's Watching You (Or He Will Be Soon)

We're all familiar with the "Black Box" installed in aircraft to record flight data. Increasing simplified versions are being fitted into cars to encourage safer driving and reduce insurance costs. The main market currently is for young drivers where as we all know insurance costs are horrendous. The black box or telematics device can report to the insurer on the driver's style, how much aggressive acceleration and/or braking, speeds attained etc. When coupled with GSM technology any exceeding of speed limits can be reported also. With the agreement of all parties the young driver's parents can access the reports also.

Continued on Page 47

Inside the Industry

Continued from page 46

Young drivers with telematics fitted to their cars can enjoy reductions of up to 70% in insurance premiums. If they behave badly the premium increases, or if very badly cover is withdrawn. If parents wish the "rules" can be tightened between say 11pm and 6am. If the driver behaves very responsibly premiums can be reduced.

A lot of us will have mixed feeling about this. On the one hand anything that reduces the appalling waste of young lives road accidents cause is to be welcomed. For young drivers to gain the necessary experience in almost controlled conditions must be a good thing. Where telematics are fitted accidents are down by about 40% and this is rising. The problem is where does it stop? Will we all have to have a black box soon to get insurance at sensible rates? At what point does your insurer report to the authorities that you were doing 90mph on an empty M6 one fine summer evening?

Just thankful they didn't have them in the heyday of road rallying when certain people drove on minor country roads at over 100mph, with harsh acceleration and braking the norm, or so I'm told! I have no personal knowledge, your honour.

New Cars Come To Cuba - At a Price!

Since the 1959 revolution, yes over 50 years ago, very few new cars have arrived on the island of Cuba. In the days when it was a Soviet satellite the odd Zil and a few more Ladas would arrive, but in the main the wonderful (to some) 1950s Chevrolets, Plymouths, Buick etc were kept going. This made the island a mecca for enthusiasts of such classics. A very few new cars were imported for senior government officials, star athletes etc.

Now things are becoming a little easier. But only a little. The Cuban Government owns all the car showrooms. It also owns about half of the 650,000 cars on the island, and leases them to whoever it sees as fit. Now new cars are being brought in in less limited numbers. Trouble is they are a tad expensive, particularly when average wages (80% of employees work for the Government) are about £100. A YEAR!

So how much sense does a Peugeot 508 UK £25,000, Cuba £170,000 make? Or a Kia Rio UK £9,000, Cuba £25,000? The enormous tax (per car) will be used to improve public transport (they say). If you believe that you will believe that UK Road Tax is spent on roads!

I like the sun. A lot. But somehow I don't see my next step as a civil servant in Cuba working in a state-owned showroom selling £170,000 cars to people who earn £100 a year. I've put in some interesting finance proposals for customers over the years, but.....

Paul Gilligan
pg@gvcontracts.co.uk



EARLY SUCCESS FOR LYNCH AND LUCAS OIL TEAM GERIATRIC



Wigan racer Tony Lynch was given added reason to cheer during the annual British Rallycross Championship awards dinner after his Lucas Oil Team Geriatric outfit was named as the best promoted team in the series.

The awards dinner saw Westhoughton-based Tony presented with his championship trophy following a hugely successful 2013 season that saw him secure the BMW MINI class title at the first attempt.

Alongside that, Tony was also handed the trophy for best promoted team for the second time in three years, having previously been given the award on the back of a strong season in the Suzuki Swift Sport category in 2011.

"The awards ceremony was always going to be a great night as I collected my championship trophy from last season, but to win the best promoted team in the British Rallycross Championship again was an unexpected bonus," Tony said. "Rallycross is something we do because we enjoy it, but we couldn't compete without the support of our sponsors and we know how important it is to give them something back in return.

"We worked hard to get them as much exposure as possible in 2013, as we will do again this season, and it's great to be rewarded for our efforts." Alongside promotion of his own team, Tony also worked to help raise the profile of British Rallycross as whole in 2013, having been the driving force behind a special feature on the sport with BBC Breakfast.

The feature, which aired the week after Tony was crowned BMW MINI champion, saw BBC presenter Mike Bushell get behind the wheel of the Lucas Oil-backed car to show how accessible the sport can be to new blood. "During the 2013 season, Team Geriatric consistently increased their work in promoting and raising awareness of the team in all areas of Rallycross," British Rallycross media officer Xavier McCarten said. "It has been a pleasure to work with them, and to be part of the superb effort the whole team made during the course of the year.

"It is very obvious that they all enjoy the sport, and for British Rallycross, it was a pleasure to present them with the award."

On the back of his success last year, Tony will seek to make it two championship titles in as many seasons with the MINI in 2014, albeit in a different class following the decision to make the move into the Hot Hatch category.

Having retained the backing of his long-standing sponsors, Tony and the team are now hard at work on developing the MINI to meet the different regulations of the Hot Hatch class ahead of the start of the new season at Lydden Hill in late March



TRAINING

Date: 16/3/2014

MSA Seminars for Club & Event Officials

Contact: Alan Page,

email: alan.page@msauk.org,

Telephone: 01753 765071

Venue: Runcorn area

Geographic Area: North West England, North East England, West Midlands

Primary Association: MSA

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

The seminars will seek to assist club development and encourage liaison with Go Motorsport's nationwide network of Regional Development Officers (RDOs).

Each club may nominate up to five officials to take part and are encouraged to consider sending some less experienced members of the club to aid their progress and development.

IT IS IMPORTANT that attendees DO NOT turn up on the day without prior notification.



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



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), overnighing 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



33 Acresfield Road,

Middleton, Manchester. M24 2WT

0161 643 0151 or 07973-816965

email : gazzard.accts@btinternet.com

Classic Corner



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

NESCRO

North of England and Scottish Classic Rally Organisers



2014 CALENDAR :

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

VCRR Rallies

2014 Tour of Wessex

three days in September 2014

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

Berwick MC

Berwick Classic

3rd / 4th May

www.berwickmotorclub.co.uk



Knutsford & DMC

TOUR of CHESHIRE

Saturday 31st March

Regs : www.tourofcheshire.co.uk

Knowldale Car Club Ltd (Rochdale)

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

"Mini Miglia Road Run"

on Saturday 15th March 2014.

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

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

Regs and Entry form are on :- www.knowldale.co.uk

ILKLEY JUBILEE HISTORIC RALLY
Newsletter January 2014

Welcome to the Ilkley Jubilee Newsletter with details of the event on Sunday 13th April

2013 Jubilee winners Matthew Warren and Cath Woodman

Sunday 13th April

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

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

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

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

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

"Edradour" Saltire Classic Rally

**Sponsored by Edradour,
Scotland's Smallest Distillery
Sunday 2nd March 2014**

100+ scenic road miles in Highland Perthshire with up to 18 Special Tests and 3 regularities. Something for everyone from Novice to Master. Regulations available now at www.saltireclassicrally.co.uk
Central Start & Finish at Birnam, Perthshire
Hotel packages available for registered competitors.

North Yorkshire Classic Rally. 23rd March

This is the fifth running of this event by a team of experienced competitors from York Motor Club. We will again be based at our excellent start/finish venue at The Mercure Fairfield Manor Hotel, just North of York (MR 105/570557) with easy access from the A1237. It is a beautiful hotel in lovely grounds with great rooms, a real bar and lots of space to sit, chat and plot the evening before the event. 4 star accommodation at a reduced rate and evening meals are available at the venue. Scrutineering will be at John Ruddock's garage in Tholthorpe (MR 100/479673) and the measured mile will be between scrutineering and signing on, for convenience.

This year we are again heading up into the North Yorkshire Moors to show you some of our hills and moors. Following fantastic competitor feedback from last year's event we are pleased to be visiting Duncombe Park again for lunch and some great test on the rally stages in the grounds of the house. The event will include twelve varied driving tests on sealed and broken tarmac. Tholthorpe airfield will again feature, but this year we plan some fast and open tests and we also have additional new venues. These will be linked by six regularity sections, all timed to the second with very little transit. None of the roads or tests have too rough surfaces. Navigation clues will be varied, but not impossible brain-teasers and there will be plot-and-bash sections. Although there is no additional Run this year, we have introduced a Beginners class for less experienced competitors.

We have kept the entry fee for this year at £110 and this includes morning coffee, lunch and evening meal for both crew members.

We are the 2nd round of the 2014 Autosessive HRCR Clubmans Rally Championship.



York Motor Club



North Yorkshire Classic

**Sunday 23rd March 2014
Promoted by York Motor Club**

© Phil Andrews

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.

No competition licences are required and all cars are welcome

For more details contact Stuart Bankier
on 01289 382025 or

email: stuart@sbankier.wanadoo.co.uk



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.leukaemiahistoricrally.wordpress.com/

Forresters Car Club
Marshall & Hicks Print Media
Tour of Caerwent Rally
20th Anniversary of Caerwent Rallies
March 23rd

Forresters Car Club are delighted to announce their intention to promote a rally that, we think, will provide competitors with an excellent route, reflect good value for money and hopefully, good weather.

In an effort to provide an event that appeals to all levels of expertise and budgets, we have hopefully opted to run an event that caters for everyone. We have classes for road rally cars and a class purely for two wheel drive cars over 2000cc.

We hope that you will be able to take part in this event, which not only has an experienced organising team, but also a superb venue at the MOD/DIO Caerwent Training Area. We have six stages planned offering over 65 miles of sealed surface rallying.

We look forward to receiving your early entry, as our entry list fills up quickly. Consequently entries will be at a premium for what we, the organising team, feel will not be just another rally, but a rally for everyone, with a challenging route, lots of mileage and last but not least, that vital ingredient fun!

Regulations and an entry form can be found at:
www.forresterscarclub.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, AWMCC 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!

The Next
SD34MSG

Meeting
Wednesday 19th March
(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

Awards Presentation 14th March

Again we will have Collins Caterers Hog Roast
The price is £10 per ticket.

To book email: presentation@ancc.co.uk



Next Meeting
Monday May 12th 2014
8.00pm

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

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

Harlech & District Motor Club **Merfyn Hughes Memorial** **Rali Llyn**

Sponsored By - Express Motors (Penygroes)
22/23 March 2014

Harlech & District Motor Club are proud to welcome you to the event.

This year's event will once again be based at Glasfryn Park and follow a no nonsense route of approximately 100 miles around the peninsula.

The rally is a qualifying round of the W.A.M.C., A.N.W.C.C., SD34, Glynne Edwards and WBCC road rally championships.

Regs will be available soon on the HDMC website.

www.harlechdmc.co.uk

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 it's 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 it's 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

Telford Auto Club **Moonbeam Rally** **March 15th & 16th 2014**

The rally will be the second round of both the ANWCC championship and the AWMMC championship in association with Mr Tyre Motorsport Ltd.

It will also be a round of The Welsh Border Car Club Championship.

We will be continuing with the successful format of the last couple of year's events by using the excellent start facilities at The West Midlands Showground and finishing at The Wroxeter Hotel. The event will provide a challenging route of around 120 miles on maps 126, 127 & 137.

For the last few years, The Moonbeam has been the most popular road rally in England and normally runs with a full field, so we would encourage you to get your entries in as quickly as possible.

The organisers and club look forward to seeing all competitors, marshals and officials on the night and would like to thank all involved helping putting on an enjoyable nights sport.

Regs available at : www.telfordautoclub.co.uk

The Brick and Steel **Border Counties Rally** **Saturday 22nd March**

Based in the border town of Jedburgh. This event is in its' 42 year, and is delighted by the continued support of John McClory and Brick and Steel Construction who are sponsoring the event for the 13th time.

The event is round 2 of the ARR Craib MSA Scottish Rally Championship, and is also a round of the HRCR Motoscope Northern Historic Rally Championship, the ANECCC SG Petch Stage Rally Championship, the Ecosse Challenge and the Borders Rally Championship. The event regulations will be published on the website.

Competitors will gather in Jedburgh on Friday 21st March for scrutineering and documentation which will once again take place in and around Abbey Place and Jedburgh Town Hall. This is an ideal opportunity to take a good look at all the cars before they take to the forests on the Saturday morning.

On Saturday 22nd March the cars will be flagged off from Jedburgh Town Hall before facing 5 challenging stages in the border forests. Details of the best spectating locations will be available closer to the event.

After successfully completing the stages the cars return to Jedburgh where the winners will be piped up Abbey Place to be presented with their awards.

We look forward to extending a very warm Borders welcome

Clitheroe & DMC **Primrose Trophy Rally** **April 26 / 27th**

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

Approx 110 Miles on O/S maps 103 & 98

Start and finish at M65 Services J4

Regs will soon be available on line at the CDMC Website

www.cdmconline.com

Brecon Motor Club

The Gremlin Rally

1st/2nd March 2014.

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

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

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

(www.breconmotorclub.co.uk) along with the clubs Facebook Page (<https://www.facebook.com/groups/180067488752192/>)

Please feel free to email me personally at ocsidd-jay@aol.com.

Newtown and District Motor Club

Mid Wales Stages,

Sunday 2 March

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

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

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

Web: www.newtown-mc.co.uk

Port Talbot Motor Club Ltd

TOUR of EPYNT

Sunday 9th March

The opening round of the 2014 REIS MSA Asphalt Rally Championship. This year's rally will also form part of the 2014 Steve Harkness Competition Tyres Welsh National Tarmacadam Championship & the 2014 King of Epynt Championship.

For 2014 the event is based at the Castle Hotel in Llandovery. The route will consist of approximately 80 special stage miles over 7 stages, with one central Service Area. The event will Start on the Epynt Ranges & Finish at the Castle Hotel Llandovery, where the awards ceremony will take place. Despite continued cost increases we have kept the entry fee down to the 2013 price.

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

Regs : www.ptmconline.com

**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 Halfway and will use the unrivalled facilities of The Royal Welsh Showground, Builth Wells for rally HQ, start, servicing, finish and awards.

Scrutineering and documentation will be on Friday 30 May.

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

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

Web: www.severnvalleynational.co.uk



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**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.

**Owen Motoring Club
AGBO Stages Rally
23rd March**

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

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

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

Any questions, email agbostagesrally@hotmail.co.uk

**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**

Bolton-le-Moors Car Club Ltd March Autosolo & PCA

Sunday 16th March 2014

Bolton-le-Moors Car Club Ltd, will promote a National B & Clubman Autosolo, along with a National B Autotest and Clubman Production Car Autotest on Sunday 16h March 2014, at Makro, Chain Caul Way, Ashton-On-Ribble, Preston PR2 2TW. Map Ref 102/503296.

The National B Autosolo and Autotest are a round of the ANWCC Autosolo Championship & ANWCC All-rounders Championship, and the SD34MSG Off Road Championship & SD34MSG Inter Club League.

The Production Car Autotest is a round of the ANWCC Junior Championship.

The Clubman Autosolo and Clubman Production Car Autotest are open to; All fully elected members of the promoting club, members of **BTRDA, Knutsford DMC, Formula 1000, CSMA, AMSC, The Under 17 MC.** Entry is also open to members of other clubs not mentioned, up to a maximum of 9 additional MSA registered clubs, on a first come basis. Anyone who is not a member of a club may take out full membership of BLMCC on the day.

BSSMC

ROSKIRK STAGES RALLY

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

2ND MARCH

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

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

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

www.bssmc.com

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.

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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

Stockport 061 Motor Club

Third Oldest Motor Club in UK

The Merrills Motor Services & Rally Car Hire SMC Stages

Sunday 23rd March 2014

Venue :Weeton Army Camp

Regs etc - on the Clubs web page: -

www.smcstages.co.uk

We are looking forward to our twelfth return to Weeton Army Camp near Blackpool. It is our Intention to run the best possible event for competitors. We would like to welcome back Phil Merrill's and the team at Merrill's Motor Services and Rally Car Hire as sponsor for the event, and thank you for your support.

We aim to run 12 stages covering approximately 50 miles on a mixture of quick and twisty roads on tarmac & concrete, coupled with our quick stage turnarounds, giving everybody a good day's motor sport.

2014 once again sees the event being part of the ANCC Stage Rally Championship, ANWCC Stage Rally Championship, ANWCC Ladies Rally Championship, ANWCC All Rounders Championship and the SD34 MSG Stage Rally Championship (Supported by Gazzard Accounts).

Malcolm Wilson Rally

8th March 2014

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

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

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

Marshals needed

Please contact

Chief Marshal North

Mike Dunning, Raisgill Hall, Tebay, Cumbria CA10 3UB

Tel: 015396 26016 Mob: 07900 058635

Chief Marshal South

Mike Allen, Hylands, Skelsmergh, Kendal LA8 9JU

Tel: 01539 823273 Mob: 07831 297536

Chief Marshal North Lakes

Martin Dentice, 48 Castle Hill Road, Penrith, Cumbria CA11 7HB

Mob: 07793 555986 martindentice@hotmail.co.uk

Dukeries Motor Club Flying Fortress Rally Sunday March 16th.

Dukeries Motor Club are pleased to welcome back as event sponsor The Sheffield Rolling Road to the Flying Fortress Rally which will take place on Sunday March 16th.

Event regulations will be posted on the event website this weekend and the Online entries system will open on Sunday 26th January. The event maximum entry will be limited to 60 crews.

Dukeries Motor Club and the Boughton Estate staff have carried out extensive improvements to the stage routes since the last event.

The long runway upon which the tarmac was breaking up last year has been scraped clear of tarmac and this has revealed a smooth concrete surface for its full length.

Any holes in the concrete that were unearthed during this process and others around the venue have been filled using approximately 13 cubic metres of concrete. Any steps in the surface have been smoothed out and the short section of gravel track has been flattened out, effectively taking the crown off the road.

Go to event Facebook page for pictures, we will post some video soon but at present we are prevented from accessing the venue as there is a lot of shooting activity in the next week or so.

The extension of the service area in to an adjacent field is programmed to take place and be completed before the event, this is expected to accommodate 20 approximately crews.

The existing service area will be cleaned up to the best of ours and the estate staffs ability prior to the event.

We hope you can once again join us on the 2014 rally and enjoy this challenging and evolving venue.

Go to www.flyingfortressstages.co.uk for further details

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

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

Matt Kiziuk

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Steve Butler	Road Rally
Chris Woodcock	Stage Rally
Les Fragle	League
Alan Shaw	Marshals
Les Fragle	Individual
Dave Barratt	None Race / None Rally

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

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Arron + Stuart + Lynn Newby of TEGSport,	

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

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

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

**Deadline for copy for the April
edition is Wednesday the 27th March
which is due out on**

Monday 31st March

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



P&DMC + G&PMC Lee Holland Stages Ty Croes, Anglesey 16th March

The Lee Holland Memorial Rally is a single venue stage rally that takes place every year at Anglesey Racing Circuit.

Pendle District Motor Club and Garstang & Preston Motor Club are pleased to welcome you back to the 21st running of the LEE HOLLAND MEMORIAL TROPHY RALLY as a stage rally on 16th March 2014.

We will once again be running a slick event giving you the competitor value for money. Subject to RACMSA approval of the 8 stage routes we will put on an event of approximately 45 miles on 100% sealed surface. This event qualifies for the 2014 ANWCC Stage Rally Championship, Allrounders & Ladies Championships as well as the ANCC Stage Rally Championship 2014, SD34 MSG Stage Rally, Individual & League Championships, Formula 1000, 1000S & Kick Energy Junior Formula 1000 Rally Challenge 2014 and therefore is very well supported. This event will also be the first round of the 2014 Anglesey Rally Challenge. The Anglesey Rally Challenge will consist of 3 rounds, which will be the 3 stage rallies held at the Anglesey Circuit. For further information please look at the ANWCC website. www.anwcc.org

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

**If you want a great day out, seeing plenty of
action (and the beautiful North Wales coast)
can you please contact me asap at
p.n.wright@btinternet.com
or phone 01706 223671 or 07831 740450**

Many thanks

Peter Wright

PDMC Chief Marshal

