

# May 2014

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## CNC HEADS NW SPORTS/SALOONS

*North West Racing Report by Dave Williams*

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*See page 22*

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



# Chairmans Chat

April was a quiet month apart from the Primrose Trophy Rally last weekend but competition builds again this month with events of every discipline, road & stage rallies, sprints, an autotest, an autosolo and a PCA to go at.

I am very pleased to report that thanks to those who attended the highly successful Awards Presentation Evening at the end of March we have been able to hand over a generous donation to the Race2Recovery Team and Help the Heroes. Thanks again to those who organised the event and donated the excellent raffle prizes.

You will see inside (Page 8) that a lot of work has been undertaken planning for a SD34 MSG 50<sup>th</sup> Anniversary Fun Event to be held on Sunday 10<sup>th</sup> August with the emphasise on fun with all sorts of different 'tests' for the whole family to get involved with. We would welcome any help with organising or running the event so please give me a call.

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

## Lookers Citroen in Preston

Supporting SD34MSG

and motor sport  
in the North West.

274 Fylde Rd.

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# SD34MSG - Member Clubs & contact details



## Accrington MSC

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

## Bolton-le-Moors MC

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

## Bury AC

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

## CSMA (NW)

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

## Clitheroe & DMC

Contact : Maurice Ellison  
 Email : sd34news@gmail.com  
 Tel. : 01524-735488  
 : 07788-7237241  
 Website : www.cdmconline.com

## Garstang & Preston MC

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

## High Moor MC

Contact : Gary Heslop  
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 Tel. : 0161-6430151  
 : 07973-816965  
 Website : www.hmmc.co.uk

## Lancs & Cheshire CC

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

## Lightning MSC

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

## Lancashire A.C.

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



## Manx AS

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



## Motorsport (NW) Ltd

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



## Mull CC

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



## Pendle & DMC

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



## U17MC-NW

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

## Stockport061MC

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



## Wallasey MC

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 Email : tony\_king@msn.com  
 Tel. : 07989-616546  
 Website : www.wallaseymc.com



## Warrington & DMC

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



## Wigan & DMC

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



## 2300 Club

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







**Motor Sport Group**

## Contacts

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<b>Individual Compiler:</b>	
<b>Vice Chairman</b>	<b>: Bill Wilmer</b>
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<b>Road Rally</b>	<b>: steven.butler9@btinternet.com</b>
<b>Website</b>	<b>: <a href="http://www.sd34msg.org">www.sd34msg.org</a></b>
<b>Stage Rally</b>	<b>: Chris Woodcock pdschris@aol.com 01254-681350</b>
<b>None Race/Rally</b>	<b>: David Barratt david.pbarratt@tiscali.co.uk 01254-384127</b>
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*The opinions expressed in this publication are those of the individual contributors, and not necessarily those of the editor or the committee of the SD 34 MSG*



## Comprising the following Clubs



**Blackpool South Shore Motor Club**  
[www.bssmc.com](http://www.bssmc.com)



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



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



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



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



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



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



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



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

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

## ADVERTISING in the 'SPOTLIGHT'

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

Sent to all **20 member clubs** and then  
**forwarded to club members + another 5000+** on  
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

### Steve Johnson

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

### Les Fragle

01995-672230 [les.fragle@gmail.com](mailto:les.fragle@gmail.com)

### Maurice Ellison

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

## WANTED YOUR Clubs:-

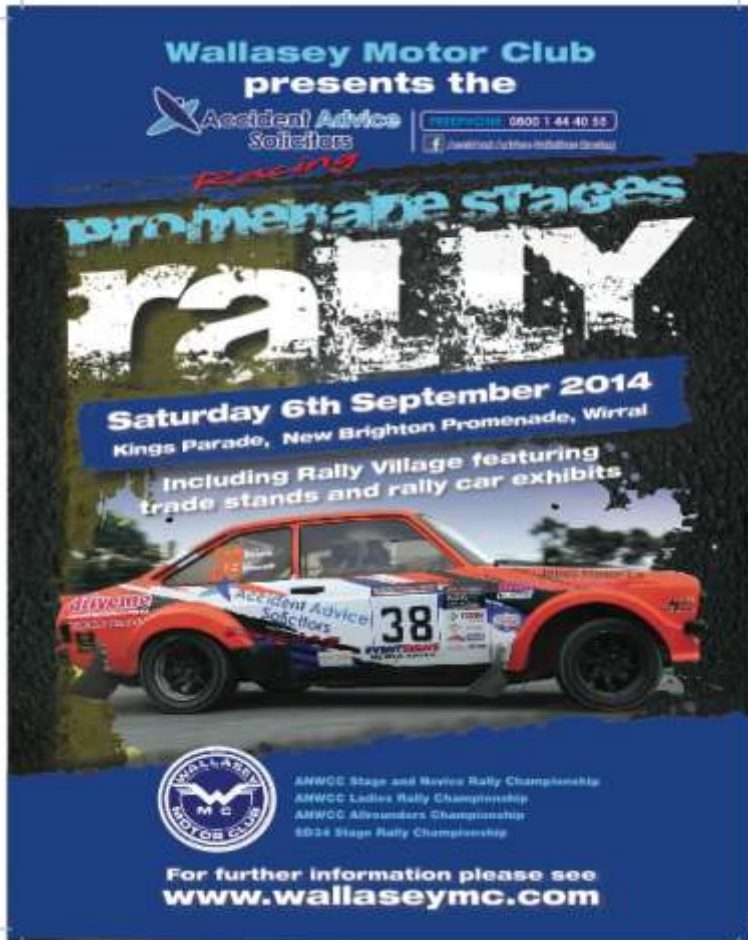
News, Views, Reviews, Club Profiles, Events,  
Birthdays, Anniversaries. Club Nights

Send to : Maurice Ellison

[sd34news@gmail.com](mailto: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



## Wallasey Motor Club are pleased to announce that the Accident Advice Solicitors Promenade Stages Rally has won the 2014 Wirral Tourism Awards Event of Year.

Wallasey Motor Club wish to thank the organising committee, Accident Advice Solicitors, supporting officials, marshals and competitors for their contribution in the recognition of the rally's success through the achievement of winning this award. Members of the Club and Rally Committees collected the award at a special Awards Gala Evening held at the Floral Pavilion New Brighton.



## Agbo Rally 2013

Congratulations to club regular Paul Evans and Co-Driver Lol Powell for the recent result on the Agbo Stages at Western Park. Still working on setting up the car for various events they finished an impressive 6th overall and 1st in class!! The result was even more impressive when they were faced with the following distraction..



## Quiz Nights!

With the Nav Run championship taking a break for the summer, it has been decided to fire up quiz nights again – with the aim of running it as a championship over summer months.

Points will be individually awarded, so teams don't need to be the same for every round.

The quiz consists of about 50 questions – typically these have been motorsport related, but general knowledge questions may be included to spice it up a bit!





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

## What's On at CDMC

### **Tuesday 6th May** **Chris Ellison** **Motorsport Photography Competition,**

+ Critique, Advice, Tips and Stories

#### **Competition Rules**

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

### **Tuesday 14th May** **Committee Night**

### **Tuesday 20th May** **Ian Tullie**

Ian Tullie works for MSport and is a Navigator of extraordinary talent who has won nearly everything worth winning

### **Tuesday 27th May** **Auto Test & BBQ** Tony Harrisons @ Bentham 98 / 664 689

### **Tuesday 3rd June** **Show us Your Car** Bring your pride & joy for us all to look at

### **Tuesday 17th June** **Rally Forum** **Manx & Memorial**

## April 2014 Clubnights

### **Tuesday 1st April John Hargreaves**



John got into Motorsport when he bought an Avenger 1300 (he painted it in 'Andrews Heat for Hire' colours - but with a brush). First event he went OTL.. He went on to Navigate for Keith Turner in the '80's in an Opel Manta on Mull (the Wet One) Just out of Dervaig hit a banking, then several walls before rolling it.

They worked on the car through the night and turned up to start the following mornings stage only to find that the roll had damaged the engine and they had to retire. The following year he returned to do Mull again and managed to finish. Bought a Mk1 Astra to do road rallies - entered the Illuminations and got 3rd Novice.. Then got married and persuaded his new bride that the Tour of Mull would be an ideal venue for their honeymoon - so did Mull again. With a mortgage and kids motorsport was put on hold for a while but got into Enduro Bikes and as the lads grew they also got into competing on bikes. The lads are now into Rallying. Andrew has a Pug 205 and Sam is looking for rides as a Nav. Both lads did the 12 car. Sam navigated John around in his works van. John has acquired a Corsa and Sam is going to Nav for him. There were so many funny tales told but I got engrossed in listening and forgot to write it all down - Sorry

### **Tuesday 29th April Darren Atkinson**



#### **The Need for Speed**

Darrens 1st car was an Escort Van that his Dad gave him when he first passed his Driving Test. Within a week he had written it off whilst racing a VW Sirocco on the A6 near Cabus. Then got his hands on a 4 door Escort but wrote it off the following week. 2 cars & eleven points - all in 11 days. Acquired a Pinto engine

Escort but put it on its roof within 2 weeks.

Bought an Escort shell for £750 and ZF box for another £750 (Still using the same Shell today). His first rally was at Barford Camp in the North East - 3 corners into the first stage went off and hit a tree. Carried on and finished 10th O/A.

Next event was at 3 sisters where they finished 3rd followed by Silva Stages where they dropped a valve. Flookburgh was his first win. Favourite events : Manx & Tyneside Stages.

Darren is contesting the msa championship this year

## CDMC Visit to

# M-SPORT



### **Tues 19th Aug 5pm**

Max 18 people : Min 10 people :£20 per person  
We must have confirmed names for security prior to event



# WARRINGTON & DMC

**Meet Every Monday**

**"The Antrobus Arms"**

**on the A559, 8-30pm**

between Warrington & Northwich. CW9 6JD.



**12th May Scatter Rally**

**29th June Enville Stages Rally**



## STUART DEELEY RETURNS TO THE CIRCUIT

Ex. ANWCC rally champion, Stuart Deeley has been out competing again, this time in the CNC Heads racing series as part of the BARC race meeting at Oulton Park last Saturday (29th March) for the first event of the racing calendar there.

Despite saying he was a bit lonely in the cockpit of his Duratec powered Lotus Europa having nobody shouting at him he finished practice but had a scare when the alternator failed.

John Hardman mucked in and replaced the unit with some spares supplied by Alan Crossley.

Stuart went out and despite the car being a bit heavy in his class he finished 12 overall and 6th in class

## Scatter Rally News 31st March 2014

### STEVE PRINCE & ROBERT BURNS WIN THE FIRST SCATTER EVENT OF 2014

An unusually warm evening greeted the six crews that went out on maps 117 & 118 organised by Colin Creswell.

Steve & Robbie managed the first win of the season with George & Ian a close second in the new Mazda MX5. Third went to the clubs newcomers Simon Smith & Phil Kelly.

Well done to all and keep a look out for the next one in early April. It could be a trek up north tha knos.

#### A full list of results are below

- 6/ Adrian Lloyd / Ann McCormack 70 points 34 miles
- 5/ Ben Parkinson / Dan Swainbank 110 points 34 miles
- 4/ Paul Kay / Stuart Forward 110 points 32 miles...
- 3/ Simon Smith / Phil Kelly 120 points 32 miles
- 2/ Ian Heywood / George Jennings 120 points 31 miles
- 1/ Steve Prince / Rob Burns 150 points 38 miles

## Lancashire A.C. Diary Dates



### 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

### May

9<sup>th</sup> Grahams Quiz Night

### June

13<sup>th</sup> Noggin'n'natter

### July

11<sup>th</sup> Down Route 66

14<sup>th</sup> Treasure Hunt (Sunday)

### September

12<sup>th</sup> Indoor Autotest

### October

10<sup>th</sup> Tranters Teasers (Quiz)

### November

14<sup>th</sup> Guest Speaker (TBA)

### December

12<sup>th</sup> 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



**May 1** : **Tabletop Rally/Quiz**  
**May 8** : **Indoor Autotest/Sprint**



# LANCASHIRE A.C. Manchester to Blackpool Classic Car Run 2014



Regulations and Entry Forms are now available for this year's Manchester to Blackpool. We are again starting from the recently revamped Worsley Old Hall just by junction 13 of the M60.

The route will take us north through Bolton and into the moors. For a change we are not using the Anglezarke reservoir and Rivington areas. There will be two primary routes as usual with the scenic route taking in a circumnavigation of Pendle Hill whilst the direct route, as usual, avoids steep inclines and has a lower average speed.

Both routes join at our lunch halt where you may pre book a buffet type meal, hot food just in case!

Both routes will take in some very scenic countryside in the Ribble Valley before crossing the Fylde to our destination at the Italian Gardens in Stanley Park, Blackpool. There are optional cream teas at the Finish which you can book on your entry form.

As last year there is a choice of route from Wrea Green to the Finish one travelling along the Promenade at Blackpool and the other more direct avoiding potentially heavy traffic lights and lots of traffic lights - your choice on the day.

We look forward to seeing you on the day and hope you will tell your friends. Please forward regulations to anyone who is interested.

**Regs :** <http://www.lancsautoclub.com/content/manchester-blackpool-classic-car-run-2014>

I never wanted to believe that my Dad was stealing from his job as a road worker.  
But when I got home, all the signs were there.

To the optimist, the glass is half full.  
To the pessimist, the glass is half empty.  
To the engineer, the glass is twice as big as it needs to be.



## Now for something totally different !

**May I take this opportunity to welcome you all to a FUN FUN FUN club event for the commemoration of 50 years of the SD34 group being formed and also thank you for the interest you have shown so far.**

As, I think you are aware SD34 is a group of 20 motor clubs from around the north-west and are hoping to run a fun event on either Saturday or Sunday the 09th or 10th August with tests at different venues in the morning a free lunch break, with afternoon tests and finishing at a suitable location for an evening get together party. I am looking for support from any of you that a, wish to help us with organising before and like running or helping to run a test or b, entering the event on the day in your family car, I'm sure one of you would be the outright winners.

We have already 7 Clubs interested and have got 7 or 8 venues within 15 mile radius of Accrington , we are looking to compile a list of ideas for tests please - if you know of any please send them over.

Well that's it for starters, if interested at any level get back to me.

**Bill Wilmer**

**07973-830705**

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







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](http://www.wiganmotorclub.org.uk)**

**Closing date for entries:**

**Thursday 15th. May 2014.**

## Garstang & Preston MC

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



## Garstang & Preston Motor Club

### Caton AutoSOLO

**10th May**

Garstang and Preston Motor Club, will promote a  
**Clubman AutoSOLO**, on Saturday 10th May 2014,  
at S.J.Bargh Ltd, Hornby Road,  
Caton, Nr Lancaster LA2 9JA  
Map Ref 97/535648

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

**(Go to the Rallies page for Regs & Entry form)**

### **SD34 MSG Meeting Highlights** **Bi-monthly meeting 19th March 2014**

This report is overdue due to personal circumstances last month but it is included for completeness.

A proposal for a 'gymkhana' type event was discussed and an appeal for help in organising it was made.

The Treasurer is setting up a new bank account with Lloyds Bank as the existing TSB one is not really suitable for clubs/groups.

Subscriptions for 5 clubs have yet to be paid.

58 competitors have now registered for one or more championship.

The Secretary has copies of 3 Safety in motorsport DVD's.

The GPMC Memorial Rally is moving to 7<sup>th</sup>/8<sup>th</sup> June and the Preston Regardless Rally will be on 29<sup>th</sup>/30<sup>th</sup> November.

The LCCC Chairman's Challenge autotest will not run on 28<sup>th</sup> September. An autosolo may be organised instead but there is no date as yet.

The latest championship positions were read out.

A delegate announced that some of his club members didn't know who some of the championship compilers are because the details were not on the website. The Chairman would not accept that as an excuse. When told that all the details were included in the AGM minutes and are in every issue of the 'spotlight' newsletter the delegate said his members don't read 'spotlight' which resulted in justifiable criticism given the effort to produce it. The website has now, if it didn't at the time, details of the compilers. At the end of the day a simple phone call to any officer would have given the answer.

**The next ANCC quarterly meeting would be held on 7th April.**

**The next ANWCC quarterly meeting will be held on 12th May.**

**The next bi-monthly meeting of the SD34 MSG will be on Wednesday 21<sup>st</sup> May.**

# SD34MSG 2014 Calendar

Date	Type	League	Club	Title	Venue - Notes
3-May	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
4-May	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
9+10-May	Stage Rally	Yes	Manx Auto Sport	Manx National	Isle of Man
17-May	Stage Rally	Yes	Wigan & Dist MC	Cetus Stages	3 Sisters, Wigan
17-May	Road Rally	Yes	Stockport 061 MC	Altratech 061 Road Rally	Lancs / Derbys / Cheshire
18-May	Autosolo	Yes	CSMA/AMSC	CSMA/AMSC Autosolo 1	Lymm Truckstop Serv, M6 Jt 20
18-May	Autotest	Yes	CSMA/AMSC	CSMA/AMSC Autotest 1	Lymm Truckstop Serv, M6 Jt 20
18-May	PCA	Yes	CSMA/AMSC	CSMA/AMSC PCA 1	Lymm Truckstop Serv, M6 Jt 20
8-Jun	Autosolo	Yes	Bolton-le-Moors CC	Bolton June Autosolo	Makro Preston
8-Jun	Autotest	Yes	Bolton-le-Moors CC	Bolton June Autotest	Makro Preston
8-Jun	PCA	Yes	Bolton-le-Moors CC	Bolton June PCA	Makro Preston
7-Jun	Road Rally	Yes	G&P MC	Memorial Road Rally	Lancashire
22-Jun	Autosolo	Yes	CSMA NW	CSMA/AMSC Autosolo 2	Lymm Truckstop Serv, M6 Jt 20
22-Jun	Autotest	Yes	CSMA NW	CSMA/AMSC Autotest 2	Lymm Truckstop Serv, M6 Jt 20
22-Jun	PCA	Yes	Accrington MSC	CSMA/AMSC PCA 2	Lymm Truckstop Serv, M6 Jt 20
29-Jun	Stage Rally	Yes	Warrington & Dist MC	Enville Stages Rally	Anglesey Circuit
5-Jul	Road Rally	No	Matlock MC	Kick Enery Rally	Derbyshire
20-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 2	Blackburn Services, M65 Jt 4
20-Jul	Autotest	Yes	CSMA NW	U17MC Autotest 2	Blackburn Services, M65 Jt 4
20-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 2	Blackburn Services, M65 Jt 4
3-Aug	Sprint	Yes	LAC	3 Sisters Sprint	3 Sisters, Wigan
17-Aug	Hillclimb	Yes	Pendle & Dist MC	August Hillclimb	Scammonden Dam, Huddersfield
31-Aug	Autosolo	Yes	AMSC	Summer Autosolo	Blackburn Services, M65 Jt 4
31-Aug	Autotest	Yes	AMSC	Summer Autotest	Blackburn Services, M65 Jt 4
31-Aug	PCA	Yes	AMSC	Summer PCA	Blackburn Services, M65 Jt 4
6-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Promenade
6-Sep	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
7-Sep	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
14-Sep	Autosolo	Yes	Bolton-le-Moors CC	Bolton September Autosolo	Makro Manchester
14-Sep	Autotest	Yes	Bolton-le-Moors CC	Bolton September Autotest	Makro Manchester
14-Sep	PCA	Yes	Bolton-le-Moors CC	Bolton September PCA	Makro Manchester
27-Sep	Road Rally	Yes	Clitheroe & Dist MC	The Clitheronian Road Rally	Lancs / Yorks
28-Sep	Autotest	Yes	Lancs & Cheshire CC	Chairman's Challenge Autotest	Demon Tweeks, Wrexham
28-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton barracks, Blackpool ?
10-12-Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull
12-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
12-Oct	Autosolo	Yes	Bolton-le-Moors CC	Bolton October Autosolo	Makro Manchester
12-Oct	Autotest	Yes	Bolton-le-Moors CC	Bolton October Autotest	Makro Manchester
12-Oct	PCA	Yes	Bolton-le-Moors CC	Bolton October PCA	Makro Manchester
25-Oct	Road Rally	No	Hexham & Dist MC	John Robson rally	Northumberland
15-Nov	Road Rally	No	Matlock MC	Dansport Rally	Derbyshire
29-Nov	Road Rally	Yes	G & P MC	Preston Regardless Rally	Lancashire
07+08-Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
8-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park
22-Nov	Stage Rally	Yes	Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs
7-Dec	PCA	Yes	Accrington MSC	Winter PCA	Blackburn Services, M65 Jt 4
7-Dec	Autosolo	Yes	Accrington MSC	Winter Autosolo	Blackburn Services, M65 Jt 4
7-Dec	Autotest	Yes	CSMA NW	Winter Autotest	Blackburn Services, M65 Jt 4



# SD34MSG

## 2014

Championship  
Rounds  
at a Glance



### SD34MSG

#### Non Race/Non Rally

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

### SD34MSG

#### Marshals Championship

All SD34MSG Member Club Events

See SD34MSG Calendar for Dates

(Pages 9 & 10)

### SD34MSG

#### Road Rally Championship

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

### SD34MSG

#### Stage Rally Championship

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



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33 Acresfield Road, Middleton, Manchester. M24 2WT.

Office Tel No : 0161 643 0151

E-Mail : [gazzard.accts@btinternet.com](mailto:gazzard.accts@btinternet.com)

# 2014 SD34MSG Under 18 Championship Registration Form

Name .....

Address .....

.....

.....

.....

Post Code ..... e-mail .....

Tel No Home ..... Mobile .....

SD34 Nominated Club ..... (1 only)

Age on 1<sup>st</sup> 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](mailto: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 1<sup>st</sup> 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, 3<sup>rd</sup> 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, 3<sup>rd</sup> 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 2<sup>nd</sup> Overall and third highest score 3<sup>rd</sup> 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](mailto:shawalan.555@btinternet.com)



# 2014 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

## www.sd34msg.org.uk

NAME; .....

ADDRESS; .....

.....

.....

POSTCODE; .....

HOME TEL. NO; .....

MOBILE NO; .....

E-MAIL ADDRESS; .....

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

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

Please register me for the SD34 Championships listed below;

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

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

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

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

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

.

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

.....

## CLASSES

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

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

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

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

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

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

C = Saloon cars over 13ft long

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

D= Sports cars.

E= Specials.

F = Special Stage rally cars.

## Non Race/Rally Championship

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

Last Updated : 1st March 2014

## U18 Championship

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

Last Updated : 18th March 2014

## Individual Championship

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

Last Updated : 28th March 2014



Motor Sport Group

## **SD34MSG**

## **2014 Championships**

### Stage Rally Championship

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

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

Last Updated : 28th March

### Road Rally Championship

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

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

Last Updated : 24th Feb 2014





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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**

## 2014 SD34MSG Inter Club League

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

**Last Updated 28th March 2014**

# 2014 SD34MSG

## MARSHALS CHAMPIONSHIP

*Last up dated 31st March 2014*

### Accrington MSC

Tracey Smith 20

Total Club Marshalling Points : 20

### Bolton-le-Moors MC

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

Total Club Marshalling Points : 170

### Bury AC

### Clitheroe & DMC

<b>Steve Lewis</b>	<b>30</b>	Jez Turner	20
Maurice Ellison	10	Chris Woodcock	10
Heidi Woodcock	10	Katie Woodcock	10

Total Club Marshalling Points : 90

### CSMA (NW)

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

Total Club Marshalling Points : 20

### Garstang & Preston MC

<b>Les Fragle</b>	<b>40</b>	Graham Chesters	10
Steve Kenyon	10		

Total Club Marshalling Points : 60

### High Moor MC

### Lancs & Cheshire MC

### Lightning MSC

### Lancashire A.C.

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

Total Club Marshalling Points : 80

### Manx AC

### Mull CC

### Motorsport NW Ltd.

### Pendle & DMC

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

Total Club Marshalling Points : 120

### Stockport 061

### U17Club NW

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

Total Club Marshalling Points : 40

### Wallasey MC

### Warrington & DMC

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

Total Club Marshalling Points : 200

### Wigan MC

### 2300 MC

# PRIMROSE TROPHY NAVIGATIONAL RALLY

## **Sacre Bleu – What A Bloody Cheek! (An alternative and tongue-in-cheek look at the Primrose Rally by Alan Barnes, aged 51 and a bit)**

Let's talk straight here, we Brits don't take the French too seriously or hold them in too much regard.

It all goes way back before Agincourt, all the way back to 1066 in fact and the battle of Hastings when Duke William of Normandy led his army's invasion and the buggers stole our country.

Other than odd flashes of brilliance from the likes of punk rocker Plastic Bertrand and Eric Cantona, not a great deal has happened to improve the entente cordial since.

And before people accuse me of being xenophobic, or racist, which I certainly am not, let me back this sweeping statement up by mentioning things like...er, their rubbish cars, their blockading of the ports to stop our lorry drivers going about their jobs, not giving a sh\*t about stopping the hordes of European 'economic migrants' wanting to board ferries at the Channel ports to the land of the welfare state...you get my drift, I could go on...

And I will....Yes the cheese-eating surrender monkeys may be a huge joke to us Brits by and large, but they gave rallying one great thing other than Michelle Mouton, Sebastian Ogier and Sebastian Loeb. Anyone guess? Here's a clue...it's a phrase consisting of two words. Still scratching your heads?

Okay, I'll give you the answer – force majeure.

To quote Clitheroe Motor Club stalwart Steve Butler:

"Loosely translated it means 'Tough'." I quite enjoyed his simplistic explanation at the post-rally breakfast, and frankly I couldn't agree more with Mr Butler.

What I am driving at with this rambling if slightly amusing preamble is the attempts by a couple of expert crews to have a regularity section cancelled on the Primrose Rally, because NAM 11, a tricky blighter to find at the top of Bowland Knots, was apparently in the wrong place - the crews arguing that the plot was a grid square out. Eh? One of the protests was laughable beyond belief. (Say it like it is, Al). Apparently, according to the protesters, some plots were wrong and a codeboard wasn't where it was supposed to be. Talk about clutching at straws!

Protests, eh? I think sometimes people take things a bit too seriously and it could take all the fun out of the game...but thankfully Clitheroe's stewards took the commonsense route and quashed them on the basis that pretty much everybody else had managed to find the NAM, even if it was very foggy.

And that's the end of the rant, really. Suffice to say, we are not professionals, we are enthusiasts going about trying to enjoy one of the cheapest forms of clubman motorsport available, so let's try to keep it light.

Phew, that's better. Now, on to the rally and Spotlight editor - Mozza collared me at the bottom of Easington as we booked into his control and he asked me to write a few words about the event (*warts & all - As I remember saying*).

**My view is simple. For newcomers and novices who fancy a stab at having a go on your first road rally event, make a note to make sure you enter this event in 2015 as I am certain you will be hard pushed to have a better challenge without going into mental meltdown. And that's the whole point of attracting newbies.**

**Keep it simple, keep it entertaining, don't make it too daunting, and use some cracking roads in East Lancashire and West Yorkshire. It's a startlingly effective recipe for success.**

**Pete Tyson / Neil Harrison : 1st O/A**



**Tony Harrison / Paul Taylor : 2nd O/A**



**Simon Boardman / Alan Barnes: 3rd O/A**



**Pro-Rally.co.uk**

**1**

**A full Gallery of Photos from the  
Primrose Rally can be Viewed at  
[www.pro-rally.co.uk](http://www.pro-rally.co.uk)**

*Continued on page 18*



## Primrose Trophy Rally

### Continued from Page 17

This year a good 85 per cent of the crews in the 30-car field were of expert status but I suspect next year there will be a few more semi-expert and novice crews partaking of this event. Certainly there ought to be if the word goes out effectively about the format adapted this time around.

I won't bore readers with details of the route as I am sure that other contributors will give a breakdown in that respect. The important thing for newcomers to take on board is that the handout material was straightforward, offered in bite-sized pieces and not designed to give crews a grey matter malfunction at 3am.

The route was well planned and navigators had to be on their mettle with a lot of intricate sections with plenty of slotting, in some cases using roads I last rallied on back in the mid-80s on Springhill and Pendle Motor Club-organised events such as the Summer Rally and the Ribble Rally.

It is to Clerk of the Course Matt Kiziuk's credit that he had the tenacity to get roads back on that have for too long been deemed off limits, whether for legitimate reasons or simply because they were out of favour with other clubs. Personally, I particularly enjoyed the first test after petrol which started north of Gargrave and took crews via Winterburn, Bell Busk and Otterburn.

The next test around Paythorne and through to Tosside was a cracker, too, and the section via Sheepwash and Wham, on a testing moorland road with a couple of very naughty 90s over crests was a botty-twitcher into the bargain, reminding me very much of some bits of the roads on Mull.

I am going to sign off shortly as I don't want to bore the readers any longer, but a word of praise to Simon Boardman, who put up with me in the car all night and has done so on several other events in the past couple of years. Now it may come as a surprise to some, but Simon is known in some quarters rather uncharitably in the local rallying fraternity as either Mr Potato Head or Captain Slow. He takes both soubriquets in his ample stride and generally doesn't give a damn.

But I have detected a change in his pace since last year's VK Rally, when he got stuck into the tests around Steve Perez's stately pile on the loose in very aggressive fashion. It was a real eye opener about his car control, and my suspicions were confirmed recently when Malc Graham, a guest speaker at a Garstang and Preston Club night, said he had been seriously impressed by Simon's driving skills more than anybody else on a stage rally driver day at Blyton. So now Simon is known as 'Stig Blomqvist' – and not because of the similar lack of hair on the old napper.

Age does not seem to weary Mr Boardman. Now the wrong side of 62, he shows no lack of desire or appetite for road rallying and our result on the Primrose, a heady third overall and 1<sup>st</sup> expert crew, is a result long overdue for him, in my book.

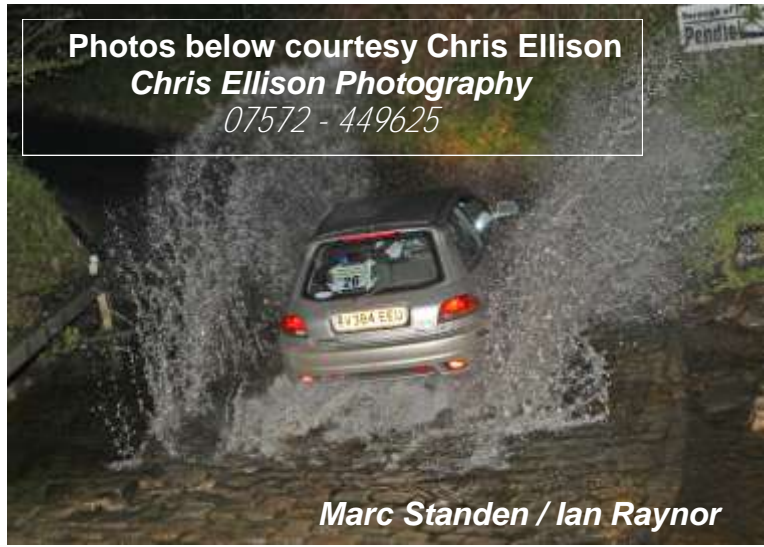
Eeh, if the lanes could talk, to quote some old has-been from Derbyshire. You should have seen Simon on the last test of the night, which took in the roads from Bashall Eaves via Kemple End and over Longridge Fell.

Driving like a man possessed, he adhered to the 30mph average speed in impressive style, showing one or two of the young turks that we caught up with that the old boy has a few miles left in the tank yet!

So, I raise a glass of the finest Rioja – none of that French rubbish – to Simon 'Stig Blomqvist' Boardman – a man not to be taken lightly any longer. I also toast the organisers of the Primrose Rally and the hardy band of marshals and volunteers, without whom we non-protesters would be able to enjoy our sport.

And to the French? Thank you for Force Majeure!

Photos below courtesy Chris Ellison  
**Chris Ellison Photography**  
07572 - 449625



**Marc Standen / Ian Raynor**



**Pete Tyson / Neil Harrison : 1st O/A**



**Tony Harrison / Paul Taylor : 2nd O/A**

Photos courtesy Chris Ellison  
**Chris Ellison Photography**  
07572 - 449625

**Alan Barnes : G&PMC : Car 11 : 3rd O/A & 1st Expert**

**Okay then, time for a serious road rally report. No tongue in cheek, no silly comments - yeah right!**

**The Primrose Trophy Rally 2014**, what was I thinking! To begin with, I'm skintier than a tramp sat in a subway station playing the harmonica, my Fiesta MK1 is in 100 pieces in a garage, meaning I would have to use my ASDA Special Fiesta MK4.5, and to top it off, I live thousands of miles (well, 120) away from Blackburn! But nonetheless, after a phone call to Josh Davison, we were entering!

The day of the event came along and I was busy doing 'road rally prep'. I had a shave, a hair cut, and later I even fit some TMS Special brake pads and discs to the car, which broke the bank at around £30.49. I also went all out and fit some rusty Cibie Oscars to help me spot owls in the trees. Off to Blackburn I went, meeting Josh down there and passing through pre-event checks with ease. But let's be honest, a dog whistle is actually louder than the 1300 Endura-E engine anyway!

Now, on to the event, and what a brilliant event it was! The roads used were, in my opinion, fantastic. A real mix of fast and technical sections which certainly kept you on your toes, as well as close to hedges, gates, walls, fences, trees, giraffes and the occasional doggers, but that's a whole different story! The little 'Shopping Trolley' Fiesta ran brilliantly, I'd stolen the 13<sup>th</sup> Pepperpots off the Fiesta MK1, so I had 175/50/13 Yokohama A539s on all four corners, and they gripped like the grippiest thing at a who's grippier than Mr. Grippy contest! At the fuel halt, I was surprised to see we were actually lying in 11<sup>th</sup> O/A after managing to clear a few sections, and only dropping 6 minutes. Sadly this luck didn't quite continue, and a missed control, along with a missing digit on a code board dropped us to 17<sup>th</sup> O/A at the night's end, and 3<sup>rd</sup> in the Semi-Expert class. I am delighted with our result though, as I've only ever done two other road rallies before, both of which were back in 2011, and both of which I was OTL! That's a time limit, not-ing else!

### Primrose Results

1. Pete Tyson / Neil Harrison	- 5:53
2. Tony Harrison / Paul Taylor	- 6:45
3. Simon Boardman / Alan Barnes	- 9:53
4. Paul Buckel / Steve Butler	- 11:24
5. Mark Standen / Ian Raynor	- 13:17
6. Ian Rooke / Sasha Herriot	- 13:21
7. Pete Jagger / Henry Carr	- 15:45
8. Ian Bruce / Andy Pullan	- 16:08
9. Derek Long / Andrew Long	- 16:51
10. Jeremy Dale / James Chaplin	- 18:57
11. David Wainwright / Yvonne Wainwright	- 20:37
12. Steve Mitchell / Ian Mitchell	- 23:16
13. James Taylor / Ian Graham	- 23:26
14. Geoff Goodwin / Richard Wilson	- 26:36
15. Phil Burton / Richard Crozier	- 26:57
16. Andy Whittaker / Charlie Tynan	- 30:27
17. Dan Hurst / Josh Davison	- 53:40
18. Neil Dalrymple / Alan Teare	- 55:56
19. Paul Flynn / Ian Farnworth	- 62:21
20. Ayrton Harrison / Jerry Hettrick	- 70:22
21. Ian Tunney / Chris Boyde	- 70:22
22. James Swallow / Jack Mather	- 78:30
23. Steve Luton / Luke Tunney	- 293:42
24. Andrew Hargreaves / Sam Hargreaves	- 474:53

All in all I had an incredible night of rallying on the Primrose Rally, and despite torturing the 'Shopping Trolley' (3 destroyed alloys, a bent steering arm, and a knackered tyre), she managed to keep pushing and pull out a great result.

I'd like to hand out a massive thank you to Josh Davison for guiding me around the fast and technical lanes in his best Geordie accent, and hats off to Mathew Kizzyizyuk on organising his first ever road rally, along with the *Young Maurice Ellison*.

Oh, and thank you to all the other individuals who helped to make the event a success, without you, British Rallying simply wouldn't be the same! Next event: *Manx National Rally – Yee-Haw!*

***Dan Hurst West Cumbria Motor Sport Club***

## THANK YOU ALL

To Chris Woodcock (CDMC Chairman)

Please could you pass on our thanks to everyone who helped us last night, Derek & David (course closer but I may have got their names wrong), Maurice for sorting out the recovery, Tony for doing the recovery, yourself for checking up on us in A&E and all the crews who stopped to see if we were OK – I'm fairly certain every crew who

passed after the incident stopped. We are a bit battered and bruised but basically OK, bit stiff now but the hospital was happy for us to drive back to Norfolk. I've just had a serious session on the naughty step from the wife and I have been grounded! Please could Maurice do me a favour. I'm afraid my Damage Declaration form is either a ball of mush in the car or degrading somewhere on Clapham Common.

Please could he email me another one and I will return it by email and put a paper copy in the post.

I hope the incident hasn't put too much of a damper on the event, hopefully

peoples comments on the public forums will concentrate on how good the event was rather than the acrobatics of a yellow MG from Norfolk.

Regards,

***David Bell***

(Car 20)

## Rallycross With Tony Lynch

With two rounds of the British championship completed, some of you may have noticed that Tony Lynch has not been racing the Lucas Oil Team Geriatric BMW MINI in the Hot Hatch class as planned, with the car upgraded to the Cooper S version of the Mini.

He did have this version of car authorised by the Championship scrutineer before it was built, and he confirmed that it could legally run in the Hot Hatch class. However the Championship changed the regulations at the last minute and that stopped Tony entering the Hot Hatch class.

As a result he is going to run the MINI in the BTRDA National Championship, albeit not fully competitive with only 220 bhp, as a Cooper S. Although he missed the first round he should still be able to put on a good show for the rest of the season, with the blessing of all our sponsors and hopefully return to the British Championship next year





# TOUR OF HAMSTERLEY

## SG PETCH 26 APRIL 2014 RALLY

### A rally in "The Land of the Prince Bishops"

The third round of the RAC Historic was the Tour of Hamsterley and thus the Hopkins /Vart combo, plus Sunbeam Ti with new 5.1 diff, journeyed up to Shildon in County Durham on the Friday morning in good spirit after 2 consecutive finishes and the class D2 championship lead. Rally HQ was at the newish Locomotion railway museum and, having lived in this area as a young bairn for 22 years, I have to say it was a big improvement to see such a grand facility remembering the area's long railway heritage. However, just as we arrived, it started to rain and it didn't really stop until Saturday! Being one of the first arrivals we had the pick of a perfectly flat, but very wet, concrete service area and unloaded and proceeded to scrutineering – only to fail! Lots of swearing and WD40 later, meant the external extinguisher cable would now operate and the very nice man duly re-assessed it as a pass, but by this time we were soaked through for the third rally running. The cable and fitting were new at the start of the year but just shows that aluminum, steel and rain are not a good mix without post/pre event maintenance. The service area was now in full flow (literally) and Sideways Wallis had arrived with his Cortina twin cam, including a new head gasket after his Mid-Wales retirement, and Ian the Volvo had met up with his new local co-driver – a very experienced chap indeed (ex NW Stages winner). The night before the rally was spent in one of my old haunts (and my dad's.....) The George in Piercebridge.....cue shades of "during the war" all evening !! A good time was enjoyed by all, although the service was slower than we had been on the Mid- Wales stages!

A slight overrun by the starting ramp commentator meant most were late leaving by a couple of minutes and this led to a bit of confusion at the first stage start as the running order was confused to say the least which resulted in my inexperience meaning we started the first stage before I had plugged the intercom in. It was a very short stage so not too much time was lost but an important lesson has hopefully been learnt. The 2<sup>nd</sup>/3<sup>rd</sup> longer stages were very slippery but we started to get into a rhythm and first service arrived with no problems, apart from a rattling noise, which "Little Dave" soon traced to a loose exhaust. Little Dave was making his first appearance of the season, after recovering from a very serious illness, but he coped admirably all day looking after 3 cars – well done. Raby Castle, run twice, formed the middle section of the event and was very good indeed, although the chicane bales/posts claimed Bob Bean and another competitor during the day, which delayed things somewhat. All of the crews were ok thankfully but the cars need some T- Cut, to say the least, before the next event.

A lengthy second service preceded the first three stages re-run, with some slight changes, as the third leg, but in parts they were now slightly rough in the odd place or two, and one particularly big hit on a dip nearly claimed the Sunbeam and/or the axle – the bang was a loud one but we all survived to do Raby castle again. We had really woken up by now compared to the Mid-Wales performance and we caught a car on each of the last two main stages and so it was a tired crew that arrived back at Shildon, to find we had finished 2<sup>nd</sup> in class to a very quick 1600 Escort. A good result for us, and the car was definitely better with the lower diff but will need a new exhaust, a new sumpguard and the front wing tweaking slightly after a brush with one of the Raby estate bales, before the next event.

The teammates had had mixed fortunes with the Volvos propshaft having given up the ghost, meaning retirement, but the Wallis/Wride Lotus Cortina MK1 had just made the finish after having some intermittent electrical gremlins, which meant they pushed it across the line, literally, after it stopped yet again – worth it though for a good finish and 2<sup>nd</sup> in class championship points. Not good pushing a car at their age though.....both last seen blowing a bit (and I don't mean through their noses.....) at the finish ramp area !

Overall a good event, although some people didn't appreciate the uneven second usage but it must be really difficult to run an event without it, as then people take issue with the level of entry fee and don't enter– it's a balancing act for the organisers I guess. The Raby stage had proved to be popular although the 1<sup>st</sup>/2<sup>nd</sup> runs had to be cancelled for the moderns but it did allow Hamsterley to be cleared for the second run though – a good ploy by the organizing team.

A beautiful evening sky on the A66 lit up the homeward journey back to Blacksheep Racing country and we left Durham behind, not having seen a single Prince Bishop.....and having learnt that Hopkins used to be a DJ on Barry Island – think big Ben Sherman shirt collars plus Chicory Tip on black vinyl and not Pete Tong spinning an Ibiza chill mix via lap top!

**Varty - Car 67 Sunbeam Ti Co-Driver (Tony Vart : Clitheroe & DMC)**







## SOMERSET STAGES RALLY

13 months after last competing in his ex Marcus Gronholm Kick Energy Ford Focus WRC07 on the 2013 Malcolm Wilson Rally, triple British champion Steve Perez bounced back in the most sensational style by taking a dramatic victory on today's Betta Somerset Stages Rally.

Along with regular Welsh co-driver Paul Spooner, the pair have shifted their attention to the 2014 REIS BTRDA Rally Series following a change of plans and were hoping for a good run on their first appearance in the series.

A steady start saw them second overall to series leader Paul Bird after the opening loop of stages as they got used to the power of the car around the short and twisty stages. Perez, the 2010 BTRDA champion, was just nine seconds adrift of his great friend and rival Bird after SS5 but a mistake on SS6 saw them concede half a dozen seconds more as the rally headed for its second phase.

Perez continued to shadow Bird but when his rival hit trouble on SS10, he took over at the front with a narrow seven second lead over last season's BTRDA runner-up Stephen Petch in his later version Ford Focus WRC.

An overshoot on the penultimate stage looked to have cost Perez victory only for him to learn Petch had done the same meaning the gap was down to four seconds going into the very last stage. Once more, Perez thought he had thrown away the victory when a faulty intercom dropped him more time but as the cars arrived back at the finish, both he and Petch were tied equal on time, they couldn't be separated.

In such a situation, rules decree that the driver setting fastest time on the opening stage is declared the winner and with Perez stopping the clocks five seconds faster on the opening run up Porlock Toll Road, he lifted the winner's laurels.

Steve said: "That was close, and I wonder when the last time a National Championship rally was decided in this way! We chose the wrong tyres for the two tarmac stages and from then on, we were playing catch up to Birdy. We held a steady pace all day and had resigned ourselves to finishing second when I saw him off the road on SS10. I slowed down to make sure all was OK but I didn't realize just how much Stephen Petch was speeding up. With our problems on the last couple of stages I thought I'd blown it but when I heard we were level on time, I couldn't believe it. Fair play and hard luck to both Stephen and Paul, but we'll happily take the win as it was important to come back strong if we are to challenge for this title. To rub salt into Birdy's wound, I still hold the record up Porlock too, I forgot to remind him about that!"

Steve's next outing will be the Plains Rally which takes place on 17th May.

### Betta Somerset Stages Rally Results

1	Steve Perez/Paul Spooner	Ford Focus WRC	42:28
2	Stephen Petch/Ian Windress	Ford Focus WRC	42:28
3	David Weston/Kirsty Riddick	Subaru Impreza WRC	42:56
4	Luke Francis/John H Roberts	Mitsubishi Evo 9	44:00
5	Tom Naughton/Andi Mort	Mitsubishi Evo 9	44:25
6	Pat Naylor/Ian Lawrence	Mitsubishi Evo 9	44:26
7	Martyn England/Dawn England	Mitsubishi Evo 10	45:23
8	Russ Thompson/Andy Murphy	Mitsubishi Evo 9	45:36
9	Roland Llewellyn/Jamie Edwards	Mitsubishi Evo 9	45:43
10	Callum Black/Paul Wakely	Citroen DS3	46:37



A guy escapes from prison where he's been locked up for 15 years. He breaks into a house to look for money and guns. Inside, he finds a young couple in bed. He orders the guy out of bed and ties him to a chair. While tying the homeowner's wife to the bed, the convict gets on top of her, kisses her neck, then gets up and goes into the bathroom. While he's in there, the husband whispers over to his wife, 'Listen, this Guy is an escaped convict. Look at his clothes! He's probably spent a lot of time in jail and hasn't seen a woman in years. I saw how he kissed your neck. If he wants sex, don't resist, don't complain... do whatever he tells you. Satisfy him no matter how much he nauseates you. This guy is obviously very dangerous. If he gets angry, he'll kill us both. Be strong, honey. I love you!'

His wife responds, 'He wasn't kissing my neck. He was whispering in my ear. He told me that he's gay, thinks you're cute, and asked if we had any Vaseline. I told him it was in the bathroom, second drawer on the right. Be strong, I love you, too!

# TJS Self Drive Alan Healy Memorial Stages Rally Cadwell Park



Legend Fires Rally Team driver John Stone continued his great start to 2014 by taking a hard fought victory on the TJS Self Drive Alan Healy Memorial Stages Rally held at Cadwell Park in Lincolnshire.

After a brilliant fourth place finish on the recent Tour of Epynt which got his REIS MSA Asphalt Rally Championship challenge underway, the Blackburn driver was in action again driving the Dom Buckley-prepared Legend Fires Skoda Fabia WRC in preparation for the upcoming Manx National Rally.

Along with Welsh co-driver Carl Williamson, the pair were second fastest on the rain-hit opening stage to Tristan Pye/Stewart Merry but a stunning time seven seconds faster than the opposition over the six mile SS2 on a drying track saw them hit the front.

However, a mistake on SS3 cost the pair around 20 seconds and such was the pace of the competition, they dropped to equal third but soon, Stone was on the charge and at the half way halt he was just seven seconds adrift of leader David Tinn in the Proton as the battle entered the second half.

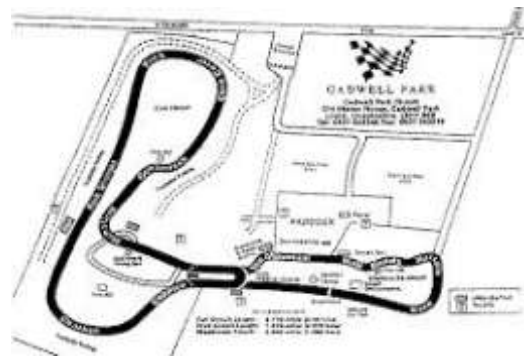
For the next three stages, the two leaders literally traded seconds over the next three stages and going into the penultimate stage, a big push by Stone and misfortune striking Tinn saw them emerge with a lead of over a minute over new second placed man Tristan Pye, whereby Stone extended that to one minute and 14 seconds at the end of a gruelling day.

The victory was John's first since June 2012 when we won the Enville Stages at Anglesey and just as important; the team go to the next round of the REIS MSA Asphalt Rally Championship with important data and settings for the Skoda.

John Stone: "The plan was always to fit in an event between Epynt and the Manx as we just need time in the car and today's rally fitted the bill perfectly. Conditions were tricky early on but I made a mistake and dropped a lot of time on SS3 which gave David the opportunity he was looking for. We saw we had taken time out of him on SS9 and then we saw him parked up which was sad as it would have been a good battle and very close. I'm pleased to have broken my duck with Buckley's and we worked on some very important suspension and other settings which should prove beneficial in the Isle of Man."

## Results – TJS Self Drive Alan Healy Memorial Stages Rally

1. John Stone/Carl Williamson	Skoda Fabia WRC	0:44:00
2. Tristan Pye/Stuart Merry	Subaru Impreza	0:45:14
3. Johnnie Ellis/Dave Green	Subaru Impreza	0:45:20
4. Alan Oldfield/Steve McNulty	Proton Millington	0:45:40
5. Craig Pennington/Wayne Priest	Mitsubishi Evo IX	0:45:52
6. Andrew Bayliss/Chris Sharpe-Simkiss	BMW M3 Compact	0:45:58
7. Martin Hodgson/Tony Jones	Ford Escort Mk2	0:45:59
8. Royston Carey/Bridge Carey	Renault Clio	0:46:03
9. Simon Chapman/Michael Calvert	Metro 6R4	0:46:06
10. Pete Gibson/Josh Davison	Mitsubishi Evo 6	0:46:16



Murphy, a furniture dealer from Dublin, decided to expand the line of furniture in his store, so he decided to go to Paris to see what he could find.

After arriving in Paris, he visited with some manufacturers and selected a line that he thought would sell well back home. To celebrate the new acquisition, he decided to visit a small bistro and have a glass of wine. As he sat enjoying his wine, he noticed that the small place was quite crowded, and that the other chair at his table was the only vacant seat in the house.

Before long, a very beautiful young Parisian girl came to his table, asked him something in French (which Murphy could not understand), so he motioned to the vacant chair and invited her to sit down.

He tried to speak to her in English, but she did not speak his language. After a couple of minutes of trying to communicate with her, he took a napkin and drew a picture of a wine glass and showed it to her. She nodded, so he ordered a glass of wine for her.

After sitting together at the table for a while, he took another napkin, and drew a picture of a plate with food on it, and she nodded. They left the bistro and found a quiet café that featured a small group playing romantic music. They ordered dinner, after which he took another napkin and drew a picture of a couple dancing. She nodded, and they got up to dance. They danced until the café closed and the band was packing up.

Back at their table, the young lady took a napkin and drew a picture of a four-poster bed.

To this day, Murphy has no idea how she figured out he was in the furniture business



# NORTH WEST RACING CHAMPIONSHIPS: ACTION PACKED START TO THE SEASON

*By Dave Williams*

This season Spotlight will be following 3 racing championships that are based in the North West – CNC Heads NW Sports/Saloons, Avon Tyres Formula Ford 1600 and Demon Tweaks/Sparco XR Challenge.

## CNC HEADS NW SPORTS/SALOONS

The NW Sports/Saloons got the ball rolling on the International Circuit at Oulton Park on 29<sup>th</sup> March. The series is booming this season and such was the scale of the entry that the 6 classes had to be split into two races even though there were two notable absentees; last season's champion, Simon Allaway, was working hard repairing his mighty Lotus Esprit after he found cracks in the chassis while Ric Wood was enjoying himself on the South Downs at the Goodwood Member's Meeting.

The less heavily modified cars from Classes D, E & F got the racing underway. Two Mazda RX7s duelled it out into the first corner with Tony Ellis getting in front before Paul Dobson's pole-winning Lightning McQueen lookalike version powered ahead down The Avenue. Ellis then spun at Hislop's chicane leaving the leader 4 seconds to the good at the end of the opening tour. This gap was whittled down by Ilsa Cox in her Seat Cupra so that first and second took the chequered flag less than 4 tenths apart. A relieved Dobson celebrated his narrow victory with a glorious, flame-splitting powerslide at Old Hall.

When the quick boys in the A, B & C Classes qualified it was Paul Rose who coped best with the slippery conditions – drivers reported it was a borderline decision whether to use slicks or wets. Paul and his Saker were fastest by 1 and a half seconds but then made a poor getaway and dropped to third when the race started. He was quickly up to second but leader Robert Chambers gave plenty of resistance in his motor-bike engined Locosaki. The pair swapped places in a thrilling high speed duel before Rose broke away. He ultimately finished over half a minute ahead.

## AVON TYRES FORMULA FORD 1600

To the delight of many, the rarely used Fosters configuration was pressed into service when the Formula Ford 1600 season got underway at Oulton Park on 12<sup>th</sup> April with a "Double Header" meeting (which meant everyone was able to compete in two races).

Jamie Jardine enjoyed the day more than anyone else when he put his Reynard 84FF on pole in the Pre90 category's qualifying session and then won both his events later in the day.

His first victory was secured by nearly 10 seconds after Chris Hodgen (Van Diemen RF88) and Stuart Jones (Reynard FF89) battled with each other over second place. Next time out Jardine was put under pressure by Hodgen when Jones dropped back due a problem with third gear. Hodgen got ahead at Old Hall at one point but had to cede the place back at Druids when, like Jones, he too had gearbox problems.

In the Post89 class David McArthur was fastest in qualifying with his Van Diemen LA10 after Stuart Gough's earlier RF92 version of the marque shed its rear anti-rollbar during the course of the session. James Raven (Ray GR13/14) required running repairs to be made in the pits after hitting the tyre wall at Old Hall.

Gough got the best start when the red lights went out at the start of race 1. McArthur took up station inches from the leader's gearbox while Raven was delayed when Doug Crosbie lost control of his Van Diemen RF00 at the first corner and held up the remainder of the field.

McArthur was trying everything he knew to take the lead but ran wide at Lodge on lap 6 and then spun exiting Fosters. He lost a couple of places but fought back to take the runner-up spot from Raven around 3-quarter distance. Raven remained in his slip-stream but couldn't find a way by.

The next outing saw a fabulous lead battle. Gough again was first into Turn 1 but couldn't make a break, having to circulate with McArthur and Raven in close company for the duration. Repeatedly, McArthur looked to go round the outside of Gough but couldn't make the move stick. Then, on lap 15 David bravely hung on to go through Old Hall side by side with Stuart and was still alongside as they charged down The Avenue. This provided him with the decisive inside line into Cascades. Gough tried everything he knew to return to the front but to no avail. The trio took the flag less than 4 tenths apart.



*Continue on Page 24*



# **NORTH WEST RACING CHAMPIONSHIPS: ACTION PACKED START TO THE SEASON**

*Continued from Page 23*



## **DEMON TWEEDS/SPARCO XR CHALLENGE**

A single round on the Oulton Park Fosters track on 12<sup>th</sup> April got the 2014 Demon Tweeds/Sparco XR Challenge under way for the XR2 and XR3i Ford hatches that are now old enough to be classified as Classics! There was however one relatively modern Fiesta Si in the field, this was entered by Jason Hennefer.

In a one-off outing, Mark Robinson qualified on pole by over a second from Jack Minshaw who, in turn, was half a second faster than the rest of the pack... and it was indeed a pack with five cars covered by the next half a second.

Come the race, Robinson was never headed from start to finish. Infact, he had time to slow down to cool his engine to get maximum power so that he could attempt to break the Fosters lap record which has stood since 1996. Alas, although he was beating it during testing the day before, he was a tenth too slow when it counted during the race.

Jack Minshaw locked up and went straight on at Fosters on lap 2. This cost him second place as half the field sped by while he attempted get his Fiesta pointing in the direction he intended it to go but he made up places to finish fourth at the finish behind Ralph Fernihough and Michael Heath who ran bumper to bumper throughout. The top ten were all XR2s with Lee Bowron piloting the first XR3i home while Hennefer's Si was classified thirteenth.

**Words: Dave Williams**

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

**Photos: Rachel Bourne**

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

BOURNE PHOTOGRAPHIC  
*Creative Imaging*

## **Discover Northern Ireland Circuit of Ireland Rally McKenna makes his mark in ERC 2WD Championship**



Daniel McKenna was simply using the Discover Northern Ireland Circuit of Ireland Rally to prepare for his upcoming British championship campaign as the Pirelli Star Driver scholarship recipient.

Instead he claimed an impressive debut FIA ERC 2WD Championship triumph in sixth overall following a faultless display in his Citroën DS3 R3T.

ERC Junior winner Jan Černý took second with Jonathan Greer third and reigning ERC 2WD champion Zoltán Bessenyei fourth in his Honda Civic Type R having completed leg one in sixth. Portugal's Renato Pita made his return to ERC 2WD action for the first time since late September and finished 11th in class in his Peugeot 208.

"I wasn't comfortable in the car when I tested on Monday but everything hooked up nicely after the first few corners and everything worked well from there," said McKenna, who was co-driven by fellow Irishman Arthur Kierans. "But I never thought I would be on Jukka Korhonen's pace. To be beating him and then holding him off before he had his accident I was delighted. But even today we found some more speed."

In the race for the coveted title, Czech driver Černý heads the standings with an advantage of 15 points over Hungarian TV star Bessenyei. McKenna climbs to equal third although the Irishman has yet to schedule any further ERC 2WD appearances this season due to his British championship commitments.





# British GT Championship Oulton Park

The first round of the Avon Tyres British GT championship took place at Oulton Park on Easter Monday with a capacity grid for the two one hour rounds featuring some of the world's most prestigious performance cars. Audi's R8 LMS ultra, the Ferrari 458 Italia GT3, Porsche's 997 GT3 R, the BMW Z4 GT3, the McLaren MP4-12C, Mercedes's AMG SLS GT3, the Nissan NISMO GT-R GT3, Aston Martin's V12 Vantage, and the new Bentley Continental GT3 were all represented. Aston Martins seemed to be the car to have around the twist and turns of the undulating Cheshire circuit. They filled four of the first six places in race one which was won by the Motorbase pairing of Ahmad Al Harthy and Michael Caine they finished 3.5seconds in front of the AF Corse Ferrari 458 of Pasin Lathouras/Richard Lyons. Last years champion team Beechdean took third with Andrew Howard/ Jonny Adam in their Aston Martin. United Autosports Audi R8 LMS of Mark Patterson and Matt Bell took forth in front of two more Aston Martins.

Six time Olympic cycling champion Sir Chris Hoy made his British GT debut resulted in ninth place after a late charge by his driving partner Alex Buncombe.

Marco Attard and Alexander Sims claimed race 2 in there Ecurie Ecosse BMW Z4, they were chase all the way Jon Minshaw/Phil Keen in the Demon Tweeks Porsche 997 GT3R the gape at the flag being just 0.456s. Andrew Howard/Jonny Adam again claimed third in there Aston Martin followed by Phil Dryburgh/John Gaw in yet another Aston.

Both races were marred by safety car problems. In the first race the safety car picked up the eight place car and failed to let it and the rest passed with the result that by the time the safety car was brought in all those behind it were in effect a lap down.

In race 2 the United Autosports Audi R8 LMS stopped on the racing line coming out of Knicker Brook, it took several laps for the safety car to be released and then the rescue vehicle towed the car all the way back to the pits resulting in six lost racing laps. But overall an excellent days racing.

The Avon Tyres British GT championship showcases the most prestigious and stylish sportscar grid of any national motorsport championship in the world. The 2014 season will visit six UK venues with one international event held at the Belgian circuit, Spa-Francorchamps.

For the fans, the British GT Championship offers a spectacular motorsport experience. With glamorous supercars racing bumper-to-bumper, ground-shaking noise, breathtaking speeds and all the drama of pit stops and driver changeovers, the race experience is one not to be missed.



*Close racing at Hislops*



*Winner of Race 2  
Marco Attard & Alexander Sims  
In the Ecurie-Ecosse BMW Z4*



*Lap 2  
Astons lead from BMW, Ferrari & Audi*

# Grim Reaper Gets a Hat Trick

First he puts Paul Brereton in Hospital, then he works his evil magic on Andy Ritchie and if two was not enough he puts me in the same boat.

Is he employed on a commission basis for the NHS? If so he will soon be getting a big bonus for three in a row. Watch out Ian Bruce - You could be next!

At least Andy and Paul had a few Rallies under their belts with Jonah (AKA Grumpy Old Git, Goat or Mozzer) sat in with them. All I got was a CDMC Scatter Rally done with him, but I suppose if you count the number of runs we have done round the Primrose route and the trips I have had to endure with the Old B!\$%&r down to the weekly Club nights - I have probably racked up more miles with him than the two of them together - so I should have expected this!

Whilst laid up here in the Lancaster Royal Infirmary, I have had the time to consider and plan next years route for the Primrose (In between oggling the nurses) Think I have some terrific roads in mind (as well as a rather improper fantasy about one or two of the student nurses)



Beaver Tales



## **British GT Championship** **Oulton Park (continued from page 25)**

### **GT3**

Closely reflecting their road-going equivalents to keep maintenance costs to a minimum, GT3 specification racecars allow limited alterations to suspension, engine and bodywork. Including such cars as Audi's R8 LMS ultra, the Ferrari 458 Italia GT3, Porsche's 997 GT3 R, the BMW Z4 GT3, the McLaren MP4-12C, Mercedes's AMG SLS GT3, the Nissan NISMO GT-R GT3, Aston Martin's V12 Vantage, and the new Bentley Continental GT3. Since 2011 the GT3 B class has been introduced to allow for slightly older spec GT3 machinery to compete. Including such cars as Ferrari 430, Aston Martin DBRS9.

### **GT4**

The GT4 category includes an abundance of GT4-homologated cars, the closest class of road car to race car you can find. The category provides exciting cars such as the all-new Toyota GT86 GT4, Lotus Evora GT4, Nissan 370Z, BMW M3 GT4, Aston Martin N24, Porsche Cup GT4 car and the Ginetta G55 and highly successful G50.

Race distances

Twin-race meetings will feature two separate one-hour races, with three to four endurance events each hosting a single two-hour race and a one off three-hour endurance race, where the option of three drivers per car can be permitted at the organisers discretion.

### **Pit stops**

All races feature a mandatory 'driver change' pit stop. In the 1 hour races it must be carried out between 23 and 37 minutes and will be of a minimum specified duration. In the 2 hour races, where stops would usually include refueling, the pit stop will be of a longer minimum duration; teams are free to call when to stop, but no one driver may spend longer than 50 minutes on track. The three-hour race permits drivers to race a maximum 100 minutes for two driver crews (min 80 minutes) and minimum 40 minutes for three driver crews, with three mandatory pit stops during the three-hour race.

### **Time Penalty**

Time Penalty will be added to the first three cars in each class after each race. It will be applied during the mandatory Pit stop in the following race.

1st 15 seconds (+5 seconds for races longer than 1 hr)

2nd 10 seconds (+5 seconds for races longer than 1 hr)

3rd 5 seconds (+5 seconds for races longer than 1 hr)

### **Licence requirement & driver grades**

All drivers must hold a racing licence of at least International C grade.

Drivers are categorized into groups A, B, C or D according to their experience and successes. Grade A drivers may partner only with drivers from categories D or C (A+C will carry 85Kg). Grade B drivers may partner only with drivers from categories D or C (B+C will carry 75Kg). Grade C drivers partnered with fellow Grade C drivers will also carry an adjustment of 65Kg.

All other pairing combinations are permitted.



**Ray Duckworth : PENDLE MOTOR CLUB**



Sorry that there is not much in this months Mag . I have been a little tied up with the planning for the Primrose Trophy Rally and have not chased up people for reports as much as usual.

(Note : I am getting this all down the night prior to the event and its probably all disjointed)

Hopefully by the time this gets sent out I will have at least one report about it

And before it runs.

If its a disaster then its all down to Clerk of Course Matt Kiziuk (Beaver)

BUT if its a great success, then its obviously all my doing !!!!!!!!!!! (cough, splutter etc)

In truth its probably the other way round

Just thinking about the Primrose Rally : I was CofC on the Brockhall Village Charity Stages Rally back in 1994 and I didn't seem to have to jump through as many hoops nor have as many problems to sort out as I have had with this event.

Now that is either due to the passage of time and I can only remember the good times, or single venue stage rallies are a lot easier to organise. Or it just might be that I had Malc & Jean Graham along with Pat Cooper doing all the donkey work for me.

However, anyone who attempts to put on a road rally must be a masochist or wrong in the head (I am well qualified for the second option)

When Matt first expressed an interest in running this event, we were planning to run in August, but for a whole variety of reasons in the middle of February it was suddenly going to run at the end of April. AND to make matters worse as a Navigational Rally. I have expressed my opinions on Navigational Rallies more than once so you can imagine there were some bitter exchanges of views. Whatever the shortcomings there may be (*see : getting the excuses in early*) thats not a lot of time to plan everything and get it all right.

There are so many people to thank for their help in getting it all to happen. Jez Turner who was given a section close to his home to PR but with far too many house to visit and it took him ages to get it all done (+ being attacked by a cockerel & threatened by a large alsation) but get it done he did. Then there is the other PR crews and of course the Marshals (every control is manned as I write). Paul Buckel & Steve Butler who, at every Clubnight, asked 'Have you done ?' or 'What have you done about?' all helped to keep our noses to the grindstone, although at times their words of wisdom were not best received as it meant another lot of alterations and changes. But in the end - it ran (or will do tomorrow night)

Hope to get over to the IoM for the Manx, then next up for me is G&PMCs Memorial Rally then the KERoD (used to be called the VK) sat in with Ian Bruce.

G&PMC have secured a new venue for Autotest & AutoSolos. As its local to me I will pop along and watch the fun. See page 9 for details

Looking forward to the SD34 Celebratory 'Fun Day Out', see page 8 for brief details of plans so far

## Mo's Mutterings

or

## Grumpy Old Git

*Gets on his Soapbox*



## Flying Scotsman



I am sat at home watching TV when the phone goes. Its Bob Hargreaves. "Can you do me a control on the Flying Scotsman?" he says.

In a moment of stupidity I reply, " Yes, why not".

The stupidity is in not asking where or when, not in doing the marshalling.

Turns out I am manning a gate on Middup Moor (part of Pendle Hill) to the North of Colne. The day is Saturday (No Problem) The Control opens at 6-35 am.

SIX THIRTY FIVE in the MORNING! That means I will need to set off about five - so up at 4-30.

Turns out I wake up at 3 am and seem wide awake so I don't bother trying for a few more zeds and start to get ready. Full Fry up. Make flask. And its still only 4am.

So I decide that I might as well take my time going down and I set off and arrive at my Gate at 5:30.

Its still dark and there isn't much to do so I start to read a book to pass the time.

At 6am I can just see Ingleborough in the far distance to the North, other than that, and the odd curious sheep, its very quiet - back to the book.

Next minute (well 6:15) and there is a loud knocking on the car window. Its Bob (bloody) Hargreaves waking me up. I had dropped off.

Cars turn up on time at 7:35. Millions of pounds worth of exotic machinery pass me by with a cheery wave and by 9:30 its all over.

At 9:40 the farmers wife wanders down the road to check that the gates had been shut after the cars had passed and I got chatting to her. Turns out she is the Auntie to Ken Skidmore.

A string walks into a bar and orders a drink. The bartender turns to him and says, "Sorry, sir, we don't serve strings here."

The next day, clinging to a thread, the string returns to that same bar and orders a drink again.

The bartender, resolute, again turns and says, "I'm sorry, sir, but like I said, we don't serve strings here. I'm going to have to ask you not to return."

Dejected, the string returns home. All night he tosses and turns, wriggles and writhes, and awakes the next morning not at all resembling himself. Catching a glimpse of himself in the mirror, he brightens and jets out his door to that bar. Swaggering in, he orders a drink one more time.

The bartender stares at him, squinty eyed, and asks, "I'm sorry, are you a string? You look very familiar."

The string locks eyes with the bartender, and states, "No, sir. I'm a frayed knot."

# Out & About with Gemini

## The Magnificent Golden Microphone Trophy

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

## So what's happening at the moment.

Well I have just returned from being Club steward on the Primrose Trophy Navigational Night Rally 26/27 April, very well run by Clitheroe Motor Club, helped on by Matt C of C. and our Maurice, Gemini 59 as event Secretary. On Saturday night a few marshals failed to turn up and following the usual panic and phoning round friends all marshalling post where finally filled, maybe some of you could have helped out, night events are always short of help in this way and you do get a free breakfast, radios not a requirement.

Next Sunday, the **04th May** we have some Gemini Crews out on full expenses in the **Dyfi Forest Annual Bike Trial** we have covered safety points for some years. This event is so popular that the 550 available entries when it comes on line are all taken within 15 minutes, be good if rallies filled up this fast.

On the same day Graham Cookson Gemini 2, is radio controlling the **Toyota Llanbedr Stages - May 4th - Llanbedr Airfield**, this is tucked away behind Coed y Brenin and right down on the coast – it's a small airfield, any one wanting a drive down just let me know, you would be very welcome.

The week after the **11 May**, Stuart Dickinson, Gemini 13 is radio controller on the **John Overend rally at Melbourne**. Lots of Gemini crews are already on the lists for this event but Stuart tells me there are still slots available, let me know if you want a drive over to what Stuart keeps telling me is 'Gods Country'.

Week after is the Plains Rally, **The Plains Rally BTRDA - Saturday 17th May 2014**, organised by *Knutsford & District Motor Club*

I still have a some mandatory radio locations on the Dyfi Stage to be filled for this event, if you can help please let me know.

Making it a full month of events the following week we have the first Bike Ride of the year the 25th May is the Manchester to Liverpool event, very good wages for marshals, lots of posts still not covered if your interested in making a bob or two.

Last but by very much not least some very sad news, I'm sorry but the pub **The Dressers Arms** where we have held are Radio Championship Christmas awards presentation burnt down this last week. I have received many saddened emails saying how much they liked the place and the atmosphere were we all were crammed together in the small vault, it will be difficult to find a place with as much character and excellent food. Let's pray in the next 7 months they get it rebuilt.

Well that's it - 'Keep active'

**Bill Wilmer - Gemini 1.**

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Bill Wilmer 07973-830705 or w.wilmer@btinternet.com

## 2014 Events & Dates

**11th May**

**John Overend Stages**

Melbourne

**17th May**

**Knutsford & DMC**

**Plains Stage Rally**

**8th June**

**Blackpool South Shore MC**

**Keith Frecker Stages**

Weeton

**29th June**

**Warrington & DMC**

**Envile Stages**

Ty Croes

**13th July**

**Westmorland CC**

**Greystoke Stages**

**10th August**

**Bala & DMC**

**Gareth Hall Memorial Stages**

Trawsfynydd Ranges

**7th September**

**KLMC, EVMC, NMC**

**Pendragon Stages**

Warcop

**28th September**

**Pendle & DMC +**

**Garstang & Preston MC**

**Heroes Stages**

Weeton

**19th October**

NWMC

**Cambrian National**

**1st/2nd November**

**C&AMC**

**Glyn Memorial Stages**

Ty Croes

**8th November**

**Bolton-le-Moors CC**

**Neil Howard Memorial**

Oulton Park

**11th - 13th November  
Wales Rally (GB) 2014**

**22nd November**

**Clitheroe & DMC**

**Hall Trophy Stages**

Blyton





## Group B legends set for Lydden RallycrossRX

Legendary Group B rally cars will be in action during the FIA World Rallycross Championship event at Kent's Lydden Hill on 24-25 May.

The dramatic line-up, organised by Retro Rallycross, is topped by Pat Doran. The Lydden Hill owner and former British champion has rebuilt his iconic Q8 liveried Ford RS200 – nicknamed 'Rosie' – especially for the occasion.

Others rolling back the years include Nigel Mummery in another mid-engined Ford RS200, four-times European champion Olle Arnesson in his Audi Sport Quattro S1, Rob Gibson and Lawrence Gibson both in MG Metro 6R4s, plus the Glomma Papp-backed RS200 E2, as campaigned in period by the late Jan-Arthur Iversen which will be raced by Norwegian ace Stian Hafsen.



## Newcomer's Prize Draw

As part of the MSA's Year of the Newcomer, the Newcomer's Prize Draw is running for a second year, offering a pair of tickets to Wales Rally GB.

Anyone who has started out in motor sport either as a competitor or volunteer since January 2013 is eligible to enter. Jess Fack, MSA Development Manager, said: "All you have to do is send us an account of your first experiences in motor sport, explaining how you felt, what you did and how you got on, preferably along with a picture of you in action."

Entries should run to no more than 500 words and must be emailed to [newcomer@gomotorsport.net](mailto:newcomer@gomotorsport.net) by 30 September 2014. Entries may also feature in future editions of the msa newsletter.

To read about last year's winner, Tim Dennis (pictured), visit : [http://www.msauk.org/uploadedfiles/newsletter/MSA\\_News\\_42\\_1013.pdf](http://www.msauk.org/uploadedfiles/newsletter/MSA_News_42_1013.pdf)



## Competitors in motor sport disciplines that take place in the countryside are urged to write to their MPs regarding the potential restriction of motorised access to unmetalled public roads.

The Land Access and Recreation Association (LARA), of which the MSA is a founding member, is concerned that the Deregulation Bill could be used as a vehicle for lobby-

ists to remove historic motorised access rights. This would have a catastrophic impact on many motorised leisure activities. John Richardson, LARA chairman, said: "LARA is closely monitoring the passing through Parliament of the Deregulation Bill.

"However LARA is aware of opposition from certain anti-motoring groups who are lobbying members of the Commons and the Lords to introduce amendments to stop the use of such roads by motorised vehicles. LARA is working very hard with Ministers and others to encourage them to defeat any such amendments which may be tabled.

"To assist LARA with this, a brochure and a sample letter are available for you to write to, or visit your local MP to make them aware of this issue.

The documents are available from [admin@laragb.org](mailto:admin@laragb.org) Please copy any responses you receive from your MPs to this address."



## Transport Committee Launches motoring survey

Motorists are being asked for their views on dealing with government motoring agencies such as the DSA and VOSA, which are soon to merge.

The Transport Committee launched a survey last month asking for contributions to its government motoring agencies inquiry. The survey comprises seven simple questions and closes on 22 April.

Louise Ellman, Chair of the Transport Committee, said: "The Government's motoring agencies are changing and two (DSA and VOSA) are shortly to merge. All of them rely increasingly on websites and email for delivering services.

"We need to find out if these changes will deliver a better service when you do things like book a driving or vehicle test, apply for a driving, PSV or HGV license, register a vehicle or submit a SORN, and seek authorisation for motor vehicles, systems and components." These changes could prove relevant to motor sport competitors such as rally drivers, who build and/or use heavily modified but road-legal cars.

## MSA completes 2014 seminar series

The MSA's 2014 seminar series for Volunteer Club Officials has drawn to a close after eight weeks and 13 venues.

The team consisted of MSA Director of Training and Education Allan Dean-Lewis MBE, MSA Steward Neil Fuller, AEMC Secretary Brian Hemmings and Alan Page, Training Consultant to the MSA. They worked alongside the MSA's Go Motorsport Regional Development Officers at the majority of venues from Exeter to Pitlochry, Cardiff to Huntingdon, recording a total attendance of 446.

Dean-Lewis said: "The new format for the 2014 Seminar series, delivered with the welcome support of the British Motor Sports Training Trust and the valued assistance of the MSA's Go Motorsport Regional Development Officers, proved to be highly popular, and enabled all who attended to share thoughts about the future direction of their Clubs and the sport as well as to be involved in specific training workshops including club, incident and event safety management.

"The success of the series owes much to the preparation work and skill of our new volunteer members Neil and Brian who certainly made their mark at every venue, including in the Isle of Man, Jersey and Guernsey, and I am very grateful for their enthusiasm and support."



## Isle of Man's Stevens appointed Officier d'Honneur

Dr David Stevens MBE, Medical Director for Isle of Man Motorsport Medical Services, has been made an Officier d'Honneur – the highest accolade for MSA-licensed officials who have completed their active service.

The award recognises Dr Stevens' significant contribution to improving the safety of UK motor sport – especially on the Isle of Man – in the field of trauma medicine and event safety management. It also recognised the extensive charitable nature of his work, always undertaken to the highest personal and professional standards.

Stevens was also presented with a Recognition Certificate from the sport's world governing body, the Federation Internationale de l'Automobile (FIA), celebrating his contribution to motor sport safety in the medical field.

"I am indeed honoured to receive these two prestigious awards, on a par with receiving my MBE in 2003," said Stevens. "My contribution to medicine and rescue in motor sport would not have been possible without the help and cooperation of everyone involved with the events." Allan Dean-Lewis MBE, MSA Director of Training and Education, made the presentation at an MSA officials seminar. "I am delighted to present Dr David Stevens with this well-deserved recognition, and to wish him a long and of course happy retirement from his involvement with rallying, although I am sure we may still call on him from time to time to draw on his vast experience in medical and safety matters," he said.



## Marshal seeks backers for charity calendar project

A British marshal diagnosed with melanoma is working on a project to produce a motor sport marshalling-themed 2015 calendar in aid of the Melanoma UK charity. Paul Sutcliffe (pictured left with racer James Calado), who was diagnosed five years ago, has organised a photographer and attracted support from a number of top motor sport personalities. He is now seeking backers to help fund the project.

For further information, visit [www.charitymarshal.org](http://www.charitymarshal.org), search for Marshal Charity Calendar on Facebook or follow @cm\_2015 on Twitter.



## FIA seat homologation label forgery

MSA scrutineers have been instructed to be vigilant when checking FIA homologation labels to ensure they are not 'forged' like the example pic-

tured. In this example, it would appear that the lower date panel part of the genuine label has been removed using a sharp blade. A false date panel has then been added in its place.

The joint line can clearly be seen, particularly as it appears an excess of glue has been used and not cleaned off. With this style of label the date is generally – if not always – identified by the relevant numbers being punched out. In this example it appears that a pen has been used to mark the month and year.

## Grant boosts Galloway Hills Rally

Solway Car Club's Galloway Hills Rally will benefit from a £10,000 grant awarded by Dumfries and Galloway Council's Major Events Fund.

The 2013 rally was hugely popular with both spectators and competitors; event sponsor – and winner – Jock Armstrong created a 1.5-mile super special stage, wholly visible from the spectator area. The grant means the 2014 event will offer free ferry travel for the first 20 Irish crews, which it is hoped will boost interest from across the water.

"This is fantastic news for the club," said Scotland RDO Alison Clark, who met with Councillor Finlay Carson to highlight the boost the event brings to the community. "With crews from Ireland being tempted by a superb deal, local shops, hotels and restaurants will feel the benefit too."

Councillor Carson said: "I'm delighted that Dumfries and Galloway Council recognises the substantial economic impact that the Galloway Hills and Merrick rally has on the local economy. The Council are committed to supporting events which attract people into the areas as well as stimulating the local economy. The funding package also recognises the fantastic work carried out by the many volunteers from the various car clubs over many years to make the rallies what they are now. Last year the Galloway Hills Rally received the recognition it deserved by featuring as a round in the Scottish Rally Championship."

## Historic Committee to hold open forum

Competitors in historic motor sport are invited to attend a forum with the MSA Historic Committee at Silverstone on 17 June. The forum is designed to give competitors a chance to discuss any historic motor sport topics with members of the committee, which represents the interests of historic motor sport and sets regulations governing the discipline. The forum takes place at Silverstone's Stowe Building, starting at 2pm. Those wishing to take part must email [technical@msauk.org](mailto:technical@msauk.org) to register their attendance and indicate any particular topics they wish to discuss on the day.



## MSA Coaches help Junior Rally NI competitors

Aspiring young rally drivers in Northern Ireland have been benefitting from theoretical and practical coaching in driving techniques from MSA Coaches James Wozencroft and Adam Gould.

Wozencroft is a former British Super 1600 Rally Champion, while Gould was a frontrunner in the MSA British Rally Championship. Both have been members of the MSA's talent development programmes – firstly as members and subsequently as coaches – for several years. At Bishopscoort the pair coached young competitors in the underpinning theory of competition driving. Wozencroft was then on-hand at Kirkistown to work with the drivers one-on-one. "We helped the drivers to analyse their performance and identify which areas of their driving they could develop to improve their performance," he said.

Andrew Bushe, Junior 1000 Rally Challenge Ireland Co-Ordinator, praised the coaches' input. "There is no doubt that the Junior 1000 competitors benefitted from James and Adam's coaching, and it could be seen on the performances of those who applied it the following weekend at Kirkistown," he said. "It's great to be involved with drivers at this young age, and try to give them every chance possible to reach the pinnacle of rallying. With Junior 1000, and this sort of coaching, young rally drivers have more opportunities to develop their skills at this young age than ever before."

Eoghan Bogue, who finished second at Kirkistown, added: "I actually learned a lot from the coaching session. I went back and had a look at my in-car from Bishopscoort and found a few things to improve on. It seemed to work, and it was a great run for us."





## Sébastien Ogier claimed his fourth Rally de Portugal victory in five years to extend his lead in the FIA World Rally Championship.

The Frenchman won by 43.2sec in a Volkswagen Polo R from Mikko Hirvonen, who took his best result this year in a Ford Fiesta RS. Mads Østberg finished third in a Citroen DS3, a further 29.2sec behind. Ogier won the final live TV Power Stage to take maximum bonus points and leads the championship by 29 points after four of 13 rounds. The victory was Volkswagen's eighth consecutive victory, matching the record set by Citroen in 2011.

Ogier opened the road on Friday's first full day and limited his losses in conditions that constantly switched between dry and muddy. He then took the lead and was untouchable in the afternoon with a clean sweep of stage wins.

He made the most out of soft compound tyres on drying roads, while Hirvonen couldn't match Ogier's pace as his soft rubber wore badly in the abrasive conditions.

Both Hirvonen and Østberg showed great consistency throughout, the latter climbing into a podium place when Ott Tänak crashed out after impressing in his Fiesta RS.

Andreas Mikkelsen made a cautious start as he regained confidence after rolling in Mexico on the previous round. However, the Norwegian kept out of trouble, steadily increased his pace and overhauled Henning Solberg to take fourth in a Polo R.

Martin Prokop completed the top six, the Czech driver moving his Fiesta RS ahead of Thierry Neuville in the last stage. The Belgian dropped more than 30sec with a broken driveshaft and a spin in his Hyundai i20.

Juho Hänninen finished eighth after a string of punctures with WRC 2 drivers Nasser Al-Attiyah and Jari Ketomaa completing the top 10.

After a string of crashes earlier in the rally that sidelined Kris Meeke and Robert Kubica, and put Jari-Matti Latvala out of contention, Dani Sordo was the only major casualty on the final day.

The Spaniard retired his i20 just a few hundred metres after leaving the service park with a broken driveshaft.



*Sébastien Ogier*



*Hirvonen showed great consistency throughout*



*Mads Ostberg finished third in a Citroen DS3*

## ILKLEY JUBILEE CLASSIC

### Entwistle on the up despite problems

MINI man Steve Entwistle is up to second overall in the HRCR Clubmans Championship despite problems with his car on the Ilkley Jubilee Classic. Entwistle, from Rishton, and his Cumbrian-based navigator Bob Hargreaves had trouble with the electronic trip meter in their Orangebox Mini. This lost them time on the regularity sections of the event, where crews have to use the trip meter accurately to measure their average speeds. "It was disappointing as without the problem, which we have now traced to a faulty sensor, we would have been on for a top five result," explained Entwistle.

But their pair were in great form on the special tests, where the trip meter isn't needed.

Their new Mini Sport of Padiham built 1293cc engine didn't miss a beat all day, with the 100bhp under the bonnet proving decisive on some of the longer tests.

The ex-Roy Mapple machine finished the day second overall on test times, beating Howard Warren's Porsche 911 into third place and a podium place.

"The performance of the engine was one of the talking points among the other drivers," said Entwistle.

"We were pulling 90mph in some of the longer quarry tests, only second seconds off the best 911 with some big commitment!"

"Looking on the positive side, we still finished 12th overall, and the points we got for that has lifted us to second overall, which at this stage of the season, is really encouraging."

Their next outing is the Chepstow-based Leukaemia Historic Rally on May 1



# Inside the Industry

## UK Car Sales Continue To Boom

March is the biggest new car volume month of the year so sales in March are critical for all concerned. This year did not disappoint with new car registrations almost 18% up on last year, and last year saw sales recover from the dark days of 2009-2012. Almost everyone achieved an increase over last year, one surprising exception being Land Rover, but with very strong worldwide demand LR are short of cars, not customers.

Renault are coming back from the dead with March sales more than double last year, and with Dacia now taking 1% of the market Renault dealers sold almost a total of 19000 cars in the month against about 8000 in 2013. Audi continue to outsell BMW, Mercedes continue to catch both and with the new C Class being very well received this seems likely to continue. Whilst VW themselves were up pretty much in line with the market, SEAT and Skoda both recorded increases of about a third on 2013. Fiat weren't far behind them.

Certainly there's a lot of happy dealers out there now and the only cloud on the horizon is the long lead time for many models, but that doesn't seem to stop the deals that are driving the market. Customer's the winner, no question.

## Electric Cars

One thing not booming is sales of these. The Government provides a grant of £5000 for every purchase. They introduced this in 2011 and it's due to end in 2015. £400M was budgeted for the period, it is now expected that little over half this will be spent as sales fail to hit forecasts by over 40%. Official forecasts said 16% of new car sales would be electric by 2020, this has now been revised down to 9%, again little over half.

Even those who've taken the plunge and bought an electric car don't seem always happy about it. Many seem keen to change the car after only a year compared to the normal 3 year average. One major used website recently showed 1369 hybrid and electric cars for sale, almost half under a year old. Only just over 25% of London charging points are used at all, and most days only 10% are used.

Fact is the technology just isn't ready. The cars are too expensive, too range limited, and have little demand on the used market. One day probably these problems will be overcome, but until then we should stop wasting public money that could be used in better ways like schools, hospitals, or the London GP.

## Alfa Romeo's Future Becomes Clearer

Last month I reposted that Fiat Group were reviewing Alfa's future. News and rumours are beginning to emerge. Lightweight rear wheel drive cars are to be the basis of the plan, but even more patience will be needed. Alfa's next new product was to be a re-bodied version of the next Mazda MX5 due next year. Fiat have now decided that this would be damaging to the image they want to build for Alfa, so the car will still be built but badged as Abarth. Good news for Abarth dealers, but very bad for Alfa dealers most of whom are on suicide watch currently. The average Alfa dealer has registered about 15 cars so far this year which means genuine sales of probably under 10 when demonstrators etc are taken out.

Alfa dealers will have to wait for 2017 (3 years!) before they see the new Giulia saloon and estate, pitched to compete with BMW 3 series etc. Then in 2018 Alfetta a BMW 5 series rival and in 2019 an SUV similar to Land Rover Freelander. Patience they say is a virtue.....

## Peugeot/Citroen Have a Plan

Another manufacturer in trouble has begun to announce details of their future. No European manufacturer is in more difficulty than PC. Losing billions of Euros a year they have recently completed a financial restructure which brings a capital injection of 3 billion Euros shared equally by the French Government and Chinese manufacturer Dongfeng. Each will get 14% of the equity in the company and the Peugeot family will be left with a similar 14% and lose control of the company for the first time.

PC also have a new boss and he recently gave some details of his plan dubbed "Back In The Race". Key points are:

- The DS brand which has been successful for Citroen will be developed into a fully fledged premium brand to rival Mercedes/BMW/Audi. Please stop sniggering at the back, this is serious stuff!
- Reduce costs and in particular stock of unsold cars.
- Triple sales in China with the help of Dongfeng's distribution network.
- Turn losses in Russian and South American operations into profits (although they don't say how).

Most interesting cut the number of models offered for 25 to 26 by 2020. All other manufacturers seem to be doing exactly the opposite, Audi in particular seem to spot a niche for a new model where nobody else thought it existed. Which models will be dropped is not yet clear. It may be that in the future badge engineering will be dropped.

Some cars will be only Peugeots, some only Citroens, some only DS.

The last point, the dramatic cut in models is the most unusual and interesting part of all this. Certainly PC offer a bewildering variety of models on some sectors, particularly small MPVs where they have 8 cars between the two badges. However many of these are simply a van with rear windows and seats added, so that is hardly a costly thing to offer? PC have traditionally struggled with selling anything other than small cars, but if they abandon the larger end of the market where does that leave the DS brand?

It will be interesting to watch this one develop, from a safe distance I'm glad to say!

*Paul Gilligan*

pg@gvcontracts.co.uk





## Lewis Hamilton eases to victory in China GP for Mercedes

**Lewis Hamilton took a dominant victory in the Chinese Grand Prix to win three consecutive races for the first time in his career.**

Hamilton's Mercedes team-mate Nico Rosberg took second, fighting back to beat Ferrari's Fernando Alonso after a poor start left him sixth on Lap One.

An unhappy Sebastian Vettel was fifth, beaten by team-mate Ricciardo for the second race in a row.

The world champion refused a team order to let Ricciardo by in the middle of the race but was powerless to stop the Australian passing him. But Vettel's travails were a mere sideshow to the unanswerable pace of Hamilton, who was in a league of his own throughout. Hamilton pulled away at about a second a lap in the early stages and was in cruise control for the rest of the afternoon, with less tyre wear and better fuel consumption than his rivals as he circulated serenely at the head of the field.

The win closes his deficit to Rosberg at the head of the championship to four points.

Hamilton is still making up the 25-point hit he took in retiring from the first race of the season in Australia while Rosberg won. The Englishman has won every grand prix since.

Rosberg's race, meanwhile, demonstrated how much more difficult it is even in a dominant car such as the Mercedes if a driver finds himself out of position.

A loss of telemetry before the race may have contributed to a poor start from fourth on the grid and he survived Williams' Valtteri Bottas bouncing over his front wheel on the entry to the first corner to track Hamilton, Vettel, Alonso, Ricciardo and Williams' Felipe Massa on the first lap.

Rosberg passed Massa on lap four, leapfrogged Ricciardo at the first pit stops, overtook Vettel on lap 22 and then set off after Alonso.

The Ferrari driver leapt up to third at the first corner from his fifth-place grid position with a typically sparkling start, despite a side-on collision with Massa.

Alonso hassled Vettel around the first lap, but was forced to settle into third in the opening stint.

He jumped ahead of Vettel into second at the first pit stops and managed to stay there until his second and final stop on lap 33, despite Rosberg moving up on to his tail.

An earlier final stop by Alonso and an error by Rosberg on his in-lap gave Alonso a five-second lead after the Mercedes driver's own final stop four laps later. But Rosberg unleashed the full pace of the Mercedes over the succeeding five laps and cruised past the Ferrari on the straight on lap 42, with 14 laps to go.

That left Alonso five seconds ahead of Ricciardo and needing to keep the Red Bull driver at bay. He held on by 1.2 seconds, despite suffering from problems with his front tyres.

Vettel had admitted after being beaten by Ricciardo in qualifying that his team-mate was outpacing him fair and square, and he was outpaced again in the race.

The Australian closed in on Vettel's tail by lap 23, whereupon Red Bull ordered the German to let him by. It appeared as if Vettel tried to hold on but, on the more slippery outside line, slid wide allowing Ricciardo through. Vettel said he moved over to let his team-mate pass.

Ricciardo simply left him behind thereafter and was more than 20 seconds clear at the end of the race as Vettel concentrated on keeping his advantage over Force India's Nico Hulkenberg in sixth. Bottas took seventh, from Ferrari's Kimi Raikkonen, who has now been beaten comprehensively by Alonso in all four of his races since returning to Maranello. Force India's Sergio Perez and Toro Rosso's Daniil Kvyat took the final points positions.

An error by the official waving the chequered flag resulted in the race being shortened by two laps. Hamilton was shown the flag at the start of his final lap. All drivers continued to race, but the rules dictate that in those circumstances the result must be declared at the end of the previous lap. This meant that Marussia's Jules Bianchi retained 17th place despite being passed by Caterham's Kamui Kobayashi on the penultimate lap.



# Lewis Hamilton wins thrilling Bahrain GP after Rosberg battle

Lewis Hamilton beat Mercedes team-mate Nico Rosberg in a thrillingly close battle at the Bahrain Grand Prix. With the pair in a league of their own, the battle became a 10-lap sprint after a late safety car period wiped out Hamilton's 10-second advantage.

On the faster soft tyre, Rosberg had the advantage, but Hamilton held him off to the end with aggressive defence.

A frantic battle for third place was won by Force India's Sergio Perez, from Red Bull's Daniel Ricciardo. The Australian was able to pass Perez's team-mate Nico Hulkenberg, struggling with energy harvesting problems in his Mercedes power-unit, with four laps to go and close in on Perez, who did just enough to keep the Red Bull at bay.

Hulkenberg held off a train of cars including Sebastian Vettel's Red Bull, the Williams drivers Felipe Massa and Valtteri Bottas, and the Ferrari pair Fernando Alonso and Kimi Raikkonen, who took the final points positions.

It was a sobering day for the Italian team and not just in terms of the results, as their world champion driver pairing were literally powerless to beat drivers in teams with far fewer resources but powered by the dominant Mercedes engine.

Before the race Ferrari president Luca Di Montezemolo had criticised the new efficiency-based F1 for being like "taxi driving". Those claims were made to look ridiculous by a thrilling grand prix that featured breathless action from start to finish throughout the field. Mercedes were true to their word to let their drivers race for victory untroubled by team orders.

Rosberg started from pole, but Hamilton made a better start and took the lead at the first corner. Rosberg tracked him in the early stages, keeping within 1.5 seconds, and then closed up as they approached their first pit stops. The German dived for the inside at the start of lap 18 and was briefly past Hamilton, only to run wide and see his team-mate chop back across his nose to reclaim the lead.

"Warn him that was not on," Rosberg said to his team over the radio. He tried again the following lap, but again Hamilton held him off, this time by edging him wide as Rosberg attempted to go around the outside of Turn Four. Hamilton stopped for fresh tyres the next time around, and Rosberg chose to adopt a different strategy when he made his own first stop two laps later, switching to the slower 'medium' tyre for the middle stint of the race. Hamilton, who fitted another set of the 'soft' tyres, decided to save his 'mediums' until the final stint, and he set about building a lead.

Hamilton was 9.5secs in front by lap 40, when the safety car was triggered by a dangerous collision between the Sauber of Esteban Gutierrez and Lotus' Pastor Maldonado.

Gutierrez was turning through Turn One when Maldonado, who was coming out of the pits, smashed into the side of the Swiss car, sending it into a barrel-roll.

Maldonado was handed a 10-second stop-go penalty during the race. Stewards then gave the Venezuelan a further five-place grid penalty for the next race in China and added three points to his super-licence.

As the field prepared for the race to be restarted on lap 47, Mercedes co-team boss Paddy Lowe got on the radio to both drivers to warn them to "make sure you bring both cars home".

Rosberg appeared determined to reclaim the lead and tried several times to pass his team-mate into Turn One and through Turn Four, each time to be repelled by firm but fair defence.

Finally, with four laps to go, as the edge went off Rosberg's tyres, Hamilton began to build a margin and was able to secure his second victory within a week.

It closes his deficit to Rosberg in the championship to 11 points, following the Englishman's retirement from the opening race of the season in Australia where Rosberg won.

The action was just as thrilling behind as Perez beat Ricciardo by just 0.4secs and, four seconds behind them, Hulkenberg held off a train of cars running nose-to-tail all the way down to Raikkonen in 10th. It was a spectacular event on Bahrain's 10th anniversary as an F1 venue, and on the occasion of the first night race in the Gulf state. And it should lay to bed any criticisms that there is no racing in the new F1.





# FOR SALE



## FORD FIESTA RALLY CAR

- 1900 American tall block CVH Stage 3 engine built by Specialized Engines (specialist in Ford engines for over 50 years) with big valve cylinder head, ported and polished and BP285c cam fitted, it is running on twin webber 40 dcnfs with piper cross air filters.
- RS1600i rocker cover
- filter king pressure regulator
- Mocal oil cooler
- Ashley 4 branch manifold
- up rated electric fuel pump in custom housing behind seats
- close ratio gear box with LSD
- heavy duty paddle clutch (it's either on or off but extremely strong)
- Leda front adjustable struts with remote reservoir! (Setup Very hard at moment but handles a dream)
- brand new fully adjustable custom fabricated track control arms just fitted
- polybushed
- updated discs and pads
- rear disc conversion (Sierra Cosworth)
- braided hoses
- fully seam welded
- all fuel and brake lines in car
- Fuel tank skid plate and sump guard
- Perspex windows all round with sliders
- Full roll cage (still has old scrutineering stickers from 90's!)
- intercom
- BRANTZ trip meter
- MSA approved plumbed in fire extinguisher with interior and exterior activation
- Oil temp/pressure gauge
- co driver footrest and map light (needs bulb)
- handheld fire extinguisher
- Aluminium paneled interior
- bucket seats with TRS harnesses (May still be in date)
- Yokohama A048r track/ road tyres AND spare set of wheels and tyres



# £2400

Ben Morton 07453 260599 or email : [benmorton1986@gmail.com](mailto:benmorton1986@gmail.com)

# Classic Corner



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

## VCRR Rallies

### 2014 Tour of Wessex

three days in September 2014

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



## LANCASHIRE A.C. 2014 Fellsman Classic Tour 17th May

Entry forms and regulations are now available for The Fellsman Classic Tour 2014 which this year takes place on Saturday 17th May.

The Fellsman is our navigational challenge event and is your chance to pit your wits against routemaster extraordinaire John Hartley.

Don't be put off if you've never done a navigational event before. The Fellsman is not a competition and it is a lot of fun. You'll see picturesque villages and explore country roads you never knew existed right on our doorstep.

For an entry form and event regulations go to [http://www.lancsautoclub.com/sites/default/files/contributor\\_uploads/regs/2014/fellsman\\_regs\\_2014.pdf](http://www.lancsautoclub.com/sites/default/files/contributor_uploads/regs/2014/fellsman_regs_2014.pdf)

You can also a useful guide to navigation and some route 'samples' to try in the comfort of home on the Fellsman page : <http://www.lancsautoclub.com/content/fellsman-classic-tour>



# NESCRO

North of England and Scottish Classic Rally Organisers



## 2014 CALENDAR :

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

## Berwick & D.M.C.

### The 2014 Berwick Classic

Saturday 3<sup>rd</sup> / Sunday 4<sup>th</sup> May

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

## Ecurie Cymraeg

### 23rd LEUKAEMIA HISTORIC RALLY

10th May

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

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

## NOTICE OF APPRECIATION

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



## **Whickham & District MC** **The Shaw Trophy Classic Rally** **15th June**

Tests, Regularities and Navigation

Location Morpeth, Northumbria  
Contact Guy Wickham 01661 886845  
guy.wickham@btinternet.com  
Web Site [www.wdmc.org.uk/](http://www.wdmc.org.uk/)

## **South of Scotland Car Club Ltd** **& East Ayrshire Car Club** **Grierson & Graham Targa Rally** **Sunday 11th May 2014**

We are pleased to announce the running of the club's second Targa Rally, this year kindly sponsored by Honda Main Dealers in Dumfries, Grierson & Graham on Sunday 11th May 2014

The format will be designed as a fun day for all and to assist us in achieving that goal, remember it is for your enjoyment.

Regs and entry form are now available on [www.soscc.co.uk](http://www.soscc.co.uk)

Twelve tests plus snack lunch and food at the finish for £65. Also includes an early finish for those travelling from far away!.



8th June 2014

- **New Route – 120 miles – lochs and mountains**
- **New Tests – open tarmac to tight tracks**
- **New for '14 – one easy regularity**

Building on the success of the 2013 Great Glen Rally Highland Car Club presents The Great Glen Rally 2014 For an entry fee of just £70 you can have a day's motoring fun with challenging flowing special tests (no reversing), scenic non-competitive road sections and one regularity section Start will be in Fort William and finish in Aviemore with lunch halt in Fort Augustus.

There will be class awards based on age of car and an overall winners award. Historic, Classic, Modern, Sporting and Competition cars catered for. Open to invited Clubs or pay £10 for HCC membership

For more information contact Dave Spence on [david.spence47@btinternet.com](mailto:david.spence47@btinternet.com)

Entry forms and regulations will appear on Highland car Club's website shortly  
[www.hilandcarclub.co.uk](http://www.hilandcarclub.co.uk)

## **Chelmsford Motor Club** **East Anglian Classic** **Historic Rally**

**Saturday 21st June 2014**

**A round of the Historic Rally Car Register**  
**Clubman's championship.**

Chelmsford Motor Club is pleased to welcome you to its annual historic road rally, The East Anglian Classic. We are once again delighted to be a round of the Autosessive HRCR Clubmans Rally Championship. This year the event will again be a one day format which will allow cars requiring a waiver of permit to take part in one of the most social rallies of the year and we are continuing our traditional Saturday format. The Old Ram on the A140 at Tivetshall St. Mary will again be our start/finish venue. We are confident you will receive a similar high standard of service and food.

This year we will again be running The East Anglian Classic Run, a closed to club event for pre-1986 cars, which avoids the need for competition licences and MSA log-books for Category 4 cars. Navigation for the Run will be by marked map, and the route and tests will be exactly the same as the Rally, so this will provide an 'bridge' between classic runs and the HRCR championship for those wishing to progress in their classic motorsport.

Again we will be supporting the East Anglian Air Ambulance, which provides airborne response across Norfolk, Suffolk and Cambridgeshire funded entirely by charitable donation. Competitors are offered the opportunity to make a donation using the entry form.

The route will cover around 150 miles throughout Norfolk and Suffolk. During the day there will be a number of special tests at some classic venues as well as some new ones. The type and format of last years regularities was well received and this years event will be no different although one section will be traditional plot'n'bash. We will be using some lanes for our regularities that haven't seen a rally car for many years.

This year's entry fee will include bacon rolls and coffee for breakfast, a light lunch and an awards buffet where you will be able to recall the day's exploits and hopefully collect some silverware.

The start and finish venue does have limited accommodation available which can be booked directly via their web site <http://oldramnorfolk.com> and there are many hotels and B&Bs nearby.

Regs : <http://chelmsfordmc.co.uk/EAC>

The event will start and finish at the The Old Ram Coaching Inn, Tivetshall St. Mary. Limited accommodation is available which can be booked directly via their web site <http://oldramnorfolk.com> and there are many hotels and B&Bs nearby.

## **Wigton Motor Club Ltd** **Lake District Classic** **29th June**

Tests, Simple Regularities and Navigation

Location Penrith, Cumbria  
Contact Ron Palmer 01228 575153  
ronpalmer777@hotmail.com  
Web Site [www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)



## 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



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



**AUTOTEST & PCA**

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

## SD34MSG

**Wednesday 21<sup>st</sup> May**  
(3rd Wednesday of every other month)  
**8-00pm,**  
Hartwood Hall Hotel, Chorley. PR6 7AX  
Just off M61 at J8 : 109 / 583 181

## ANCC

**Monday 7th July**  
**8.00pm**

**Cleckheaton Sports Club, BB19 3UD**  
Just off Chain Bar Roundabout Junc 26 of the M62  
[www.ancc.co.uk](http://www.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](http://www.anwcc.org)







# Ty Croes Weekend Sprints

## 3 & 4 May and 6 & 7 September 2014

Organised by the  
Lancashire & Cheshire Car Club and MG CC North West Centre



**HEXHAM & DISTRICT MOTOR CLUB**  
Recognised By The M.S.A.

## **JOHN ROBSON RALLY**

### **October 25<sup>th</sup>**

A date change sees the event now running on **October 25<sup>th</sup>** 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 club-man competitor.

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

**Matlock Motor Club**

## **Kick Energy Rally of Derbyshire**

### **5th/6th July**

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

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

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

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



## **Classic Tracks Rally**

### **25th May 2014.**

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





## The Bickerton Skoda Hallamshire Stages and Bickerton Skoda Hallamshire Junior Stages

have been cancelled due to reasons beyond the club's control.

### Cancellation Information

Sheffield & Hallamshire Motor Club regret that our first stage rally of 2014, the Bickerton Škoda Hallamshire Stages, has had to be cancelled.

With just three weeks to the rally, the club has received notification from the RAF that our licence to run events at RAF Barkston Heath has been revoked due to a change in operational policy.

The communication from the RAF read:

'The RAFC Cranwell Comdt has made the decision to restrict with immediate effect the use of RAF Barkston Heath for all casual users. Please note that whilst we would ideally wish to continue this arrangement with you and through no fault on your behalf there are a number of categorically important reasons why we must rescind our agreement.'

The main reason cited is a change in operational policy at the airfield, in addition to changes in internal operations and security issues, and is known to have affected many other clubs and associations both inside and outside of the motorsport community.

Entries had been coming in at a steady rate, and it had looked likely that the main event would run with a full entry, with places in the Junior rally also filling up quickly. Sheffield & Hallamshire Motor Club would like to take this opportunity to thank all those involved in the event, including sponsors, supporters, competitors who had already entered the event, and the marshals who had signed up to assist with the running of what was hoped to be another excellent rally at RAF Barkston Heath. Sheffield & Hallamshire Motor Club would also like to thank the RAF for their past cooperation and assistance in our events at RAF Barkston Heath.

We will now put all our efforts into securing a venue for the club's other single venue rally, the Centenary Stages, due to take place on August 17th.

Bickerton Škoda Hallamshire Stages Organising Team  
Sheffield & Hallamshire Motor Club

## Garstang & Preston Motor Club Caton AutoSOLO



10th May

Garstang and Preston Motor Club, will promote a Clubman AutoSOLO, on Saturday 10th May 2014, at S.J.Bargh Ltd, Hornby Road, Caton, Nr Lancaster LA2 9JA  
Map Ref 97/535648

Regs : [www.gpmc.org.uk](http://www.gpmc.org.uk)

(Go to the Rallies page for Regs & Entry form)



**Altratech**  
**061 Road Rally**  
**17/18th May 2014**

**Regs :** <http://www.stockport061.co.uk/wordpress/wp-content/uploads/2013/04/Supplementary-Regulations.pdf>

### **Welsh Borders C.C.**

## **“Border 100” Road Rally** **3/4<sup>th</sup> May 2014**

“Border 100” Road Rally, which promises, this year, to offer over 100 miles of classic Road Rally action on the lanes of maps 125 & 126.

The Rally team again thanks Brian Jones of Station Works Garage, Llanfyllin as our main Sponsor. This year we are proud to support Birmingham Children’s Hospital and will be donating £5 from every entry to this very worthwhile cause

This year’s rally is once again rounds of the ANWCC / AWMCC / TEIFI VALLEY & WBCC Road Rally Championship

The 2014 Border 100 rally will be a straight forward no nonsense event on the best lanes of 125 / 126. On the go from the off, with plenty of time to compare your times with competitors and excellent Start / Petrol and Finish venues our objective is to satisfy both Driver and Navigator.

Marshals are again needed in large quantities this year; therefore it is a condition of entry that competing crews supply a marshal.

We hope you enjoy the event and look forward to welcoming you to Llanfyllin on the 3rd May.

Regulations and ONLINE ENTRY -

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

## **CSMA (NW)** **LYMM Autotest /** **AutoSolo / PCA** **18<sup>th</sup> May**

Supplementary Regulations are now available for our Nat B & Clubmans Autosolo and Autotest and Production Car Autotest to take place at Lymm Services, J20 M6 on Sunday 18 May 2014.

The regs and entry forms can be downloaded at [sd34msg.org.uk/event-regs-2/](http://sd34msg.org.uk/event-regs-2/) and [www.anwcc.org](http://www.anwcc.org)  
The Nat B Autosolo is a round of the ANWCC and SD34 championships.

The Clubmans Autosolo is a round of the BTRDA Newcomers Challenge.

The Nat B Autotest is a round of the ANWCC and SD34 championships.

The PCA is a round of the ANWCC Junior PCA Championship and SD34 Under 18 Non-Race/Rally Championship.

## **The Pirelli Carlisle Rally** **2nd - 4th May**

The Pirelli Carlisle Rally, which for 2014 runs over the weekend of **2nd - 4th May**, has long been at the forefront of British rallying and in 2014 will start an amazing 22nd year as a round of the British Rally Championship. It will also host a round of the Mintex MSA British Historic Rally Championship

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

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

## **Midland Manor Motor Club** **Severn Valley Stages,** **Saturday 31 May**

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

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

Scrutineering and documentation will be on Friday 30 May.

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

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

**Web:** [www.severnvalleynational.co.uk](http://www.severnvalleynational.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



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

**SGC Printing Nat. B Harry Flatters**  
and  
**Nat. A Harry Flatters Historic Rallies**  
**Brecon Motor Club**  
**Sunday July 27th**

will run to the similar format of previous successful years. The National A historic event will be part of the 2014 Mintex British Historic Rally Championship and the Dennis Motorsport Welsh Historic Championship. The National B event will be part of The Steve Harkness Competition Tyres Welsh - National Tarmacadam Championship 2014 and the King of Epynt 2014. Around 80 stage miles will be on offer with centralised servicing. A pre event recce available and Patterson's will be able to provide notes. The event will be based in the town of Brecon.

As usual we aim to run a competitor friendly event with officialdom kept to a minimum. We are extremely keen to promote the rally to new crews and will be happy to answer any questions or queries in the months before. Regulations will be available in June and will appear on our website at <http://www.breconmotorclub.co.uk>

**P & R Benn**  
**Greystoke Stages Rally**  
**13th July 2014**

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

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

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

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

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

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**Rally of the Midlands**  
**20th - 21st June 2014**

2014 sees the twelfth running of Rally of the Midlands. This year sees some exciting developments with the event based at Leicestershire's Mallory Park race circuit where there will be static displays and demonstration runs of some iconic Group B rally cars from the 1980's, organised by Rallying with Group B. The circuit plays host to Rally Headquarters and scrutineering and houses the central service park for the event.

There will be over 70 miles of competitive stages ranging from fast tests at Mallory to more technically challenging stages at MIRA rounded out by others reminiscent of the RAC rallies of the 70's and 80's at local stately homes. The event will feature demonstration runs at the head of the field and is a qualifying round of the Kingsway Insurance Heart of England Rally Championship in association with DMACK Tyres and the ANCC Stage Rally Championship sponsored by Thresfield Garage, Ravenoil & Midgley Motor Cars.

Online Entry : <https://www.rallies.info/webentry/2014/midlands/webentry.php>

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**North Humberside Motor Club**  
**John Overend Memorial Stages Rally**  
**Sunday 11th May 2014**  
Melbourne Airfield, near York.

Regulations and on-line entries are now available via the club website <http://www.northhumbersidemotorclub.co.uk> We look forward to seeing competitors, both old and new, on 11th May.

NHMC would also like to hear from anyone who can assist with Marshalling or event preparation.





**3rd - 4th May 2014**

There will be a real carnival atmosphere surrounding the start and finish of this year's Pirelli Carlisle RB Foundation Rally, a great double header featuring the opening round of the 2014 MSA British Rally Championship and the 2nd round of the Mintex MSA British Historic Rally Championship, which arrives in Carlisle over the weekend of 3rd/ 4th May. While the cars assemble in the city centre, to be flagged away by the Mayor, Cllr. Ray Bloxham, the hordes of spectators will be kept amused by a lively programme of street entertainment laid on by the enthusiastic city council.

The competing cars will be on show, before leaving the start line outside Carlisle's Old Town Hall, where the crowds will be entertained by a variety of performers plus the Langhom Pipe Band will be adding to the occasion with the skirl of the pipes echoing round the historic buildings throughout the day.

As an additional attraction, budding drivers of tomorrow can try out their skills on a giant Scalextric layout which will be in operation at the Old Fire Station Arts Centre throughout the day. Entry to this, as with all the other attractions, is absolutely free of charge.

The end of the rally should prove to be quite an occasion as, in addition to a high profile podium finish in Carlisle city centre, the Zing Community Rock Choir will be on hand to make sure the proceedings go with a swing.

**ps**

**The Rally has just launched its all new website**

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

## Newtown & District Automobile Club

### The Eagle Road Rally

**31st May / 1st June 2014**

The Eagle will once again be using the classic lanes on Map 136.

The organisers are ex and current competitors on road events and have put together the type of event that they themselves would like to compete on. As always with the Eagle there will be a mix of surfaces and a challenging route to test both Driver and Navigator alike. The route will be approximately 120 miles, starting and finishing in Newtown, Powys.

Detailed route plots will be issued at MC0 using 6 figure grid references along with diagrams for any three meter controls or special tests. Ample time will be allowed for plotting (novice crews will be given extended plotting time).

The popularity of the Eagle can be gauged by the fact this year it will be a round of the following; WAMC, ANWCC, AWMCC and WBCC Road Rally Championships and also a round of the WAMC Junior Challenge.

The organisers have applied to run 90 cars, but as yet this is yet to be confirmed, so we expect entries to fill up fast.

Regs : [www.newtown-mc.co.uk](http://www.newtown-mc.co.uk)

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## **The Bradford Classic and Performance Car Show**

### **Saturday the 16th of August**

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

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

**Rally cars**

**Hillclimb (production and specials) cars**

**Classic cars**

**Hot Hatches**

**Anything unusual that you might have**

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

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

### **Regulations for the 2014**

#### **6R4.com Three Sisters Rally Challenge**

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

The first round of The 6R4.com Three Sisters Rally Challenge 2014 is The Roskirk Stages organised by Blackpool South Shore Motor Club, regulations and online entry forms can be downloaded now at [www.bssmc.com](http://www.bssmc.com) The Roskirk Stages, The Cetus Stages and The Adgespeed Stages are all staged at The Three Sisters Race Circuit, Ashton In Makerfield, Wigan, Lancashire. The Cetus Stages and The Adgespeed Stages are organised by Wigan & District Motor Club.

### **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](http://www.mablethorpedmc.co.uk) in early April.

### **DOES YOUR EVENT REQUIRE RADIO SAFETY CREWS**

contact

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## **Lookers Citroen in Preston**

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

**Matt Kiziuk**

## **Duncan Littler**

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

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**PLEASE Email Reports etc. to**  
Maurice Ellison at : [sd34news@gmail.com](mailto:sd34news@gmail.com)  
NB : The Editorial team reserves the right to do their job as  
Editors and may amend articles and reports as they see fit



## 9th & 10th May 2014

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

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

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

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

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



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