

# December 2014 spotlight



CLASSIC RALLY ASSOCIATION  
**RALLY  
OF THE  
TESTS**  
BUXTON  
**2014**  
BRISTOL

**1st O/A**  
**Roger & Leigh Powley**  
**Porsche 911**

**Photo**  
**Tony North**



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

Volume 04 Issue 12 December 2014 Maurice Ellison

# Chairman's Chat

Congratulation to Lewis Hamilton on winning his 2<sup>nd</sup> F1 World Champion title and thankfully double points didn't come into his brilliant win. Somewhat overshadowed but what a great final round for the Williams Team with 2<sup>nd</sup> and 3<sup>rd</sup> on the podium although Rosberg's car running like a bag of spanners might have helped. They have improved so much over the season so let's hope they, and other teams, can give Mercedes a run for their money next year.

Congratulation also to the organisers of the Wales Rally GB as the event seems to have been a massive success for the thousands of spectators who watched the 23 stages. I was at Chirk Castle on the Saturday and the changes made after last year's difficulties in managing the spectators worked well and the stage seemed a much safer place for the many there. Obviously the event wouldn't have been a success if it wasn't for the hundreds of marshals, radio crews, etc. who turned out in all weathers, well done to them.

**The SD34 MSG Championship** season is coming to a close with the final non race/rally events next weekend. Once all the results are available the compilers will be able to issue the provisional final championship positions which will be declared final once any final marshalling points are claimed, although these are unlikely to change the discipline championship positions.

## New clubs in the Group

I would like to offer a warm welcome to the following five clubs who were accepted to join or rejoin SD34 MSG at our last meeting. Their membership will start on 1<sup>st</sup> January 2015 however their details have been included in this issue of 'spotlight'.

**Blackpool South Shore Motor Club**

**Hexham & District Motor Club**

**Knowldale Car Club**

**Larne Motor Club**

**Liverpool Motor Club**

It is with regret that we will lose Lancashire & Cheshire Car Club when the club ceases to exist on 31<sup>st</sup> December 2014, I thank them for their involvement in the Group over many years.

**Best regards,**

***Les Fragle,***

**Chairman/Secretary,  
SD(34) Motor Sport Group**



**Gazzard Accounts Ltd**

**33 Acresfield Road,**

**Middleton, Manchester. M24 2WT**

**0161 643 0151 or 07973-816965**

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

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# **SD34 MSG Meeting Highlights**

## **Bi-monthly meeting 19<sup>th</sup> November 2014**

Five clubs have applied to join or rejoin the Group and the meeting opened with a brief summary of each being given by a club representative;

**Liverpool MC** run sprints at Aintree and hillclimbs at Barbon plus track days and marshal at numerous events. With the loss of the LCCC sprints and a lack of hillclimbs the LMC events offer much for our non race/rally championship.

**Blackpool South Shore**, a previous member club, run stage rallies at Weeton and 3 Sisters and many of their new members would like to get involved with SD34 activities.

**Knowldale Car Club**, a previous member club, has been reinvigorated with new junior members competing and other members wanting to gain experience by initially helping on SD34 member club run events.

**Larne Motor Club** run very popular autotests, sprints, hillclimbs and a road rally and while it seems a long way there are some very good deals for competitors from England to go across to Ireland and enjoy the generous hospitality.

**Hexham & District Motor Club** run the combined Historic and John Robson Rallies but there is a lack of other road rallies in the North East so their members wish to compete in the SD34 road rally championship.

Given that each club could give a positive benefit to the Group, as well as giving their members more events to compete on in our championships the meeting accepted all five applications and the new clubs will formally join/rejoin the Group on 1<sup>st</sup> January 2015.

**Lancashire Automobile Club** had offered an surplus trophy to replace the misplaced Paul Coombes Trophy however while a generous offer it felt the trophy was inappropriate and it was agreed a new trophy will be bought.

**1 club has still not so paid their 2014 subscriptions** so it was agreed to give it 14 days notice for payment and if not paid the club will be deemed to have resigned from the Group.

The 2015 MSA registration had been paid, the subs for ANCC and ANWCC are about to be paid.

**A PR issue on a recent event** was sorted but clubs using that road (details from the RLO) need to discuss their route with the residents. Note several one-make clubs are organising events using our roads so once again clubs should get their routes into Alan Shaw (RLO) as soon as possible and before sending to the MSA. Be aware that the **Tour of Britain** cycle race will likely use the Ribble Valley, Pendle and the Trough of Bowland on Monday 7<sup>th</sup> September next year. While it is not at a weekend it could affect routes in the area.

**Dates 2015 – the Chairman asked that all member clubs send him their event dates as soon as possible so he can compile a draft 2015 calendar.**

Reported from the ANCC quarterly meeting held on 27<sup>th</sup> October: John Symes of the MSA was in attendance. There was an issue with radio crews not being covered by insurance if they were parked in a 'hazardous' location on stages. It was explained to John that they are parked where they can do their job and if parked elsewhere the event would lose an element of safety. The use of Frontal Head Restraints has been passed for events off the public roads (see MSA News). The next meeting will be in January 2015.

The next ANWCC meeting was held on 24<sup>th</sup> November, summary at our next meeting.

Bill Wilmer thanked all those who had been involved in the Wales Rally GB recently.

**The next meeting of the SD34 MSG will be held on Wednesday 21<sup>st</sup> January 2015 and will involve the Annual General Meeting followed by the Bi-monthly meeting.**



# SD34MSG - Member Clubs & contact details

## Accrington MSC

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

## Blackpool South Shore MC

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Email : adrian.atkinson@bssmc.com  
Tel. : 07919 694903  
Website : www.bssmc.com



## Bolton-le-Moors MC

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



## Bury AC

Contact : Matthew Field  
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## CSMA (NW)

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## Clitheroe & DMC

Contact : Maurice Ellison  
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## Garstang & Preston MC

Contact : Margaret Duckworth  
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Tel. : 01772-700823  
Website : www.gpmc.co.uk



## High Moor MC

Contact : Gary Heslop  
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Website : www.hmmc.co.uk



## Hexham & DMC

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Tel. : 0161-2919065  
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## Knowldale CC

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Website : www.knowldale.co.uk



## Lightning MSC

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Tel. : 0800 781 2167

## Lancashire A.C.

Contact : Chris Lee  
Email : info@lancautoclub.com  
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## Liverpool MC

Contact : John Harden  
Tel. : 0161-9697137  
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Website : www.liverpoolmotorclub.com



## Larne MC

Contact :  
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Tel. :  
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## Manx AS

Contact : Mark Quayle  
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Website : www.manxautosport.org



## Motorsport (NW) Ltd

Contact : Mark Wilkinson  
Email : secretary@nwstages.co.uk  
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Website : www.nwstages.co.uk



## Mull CC

Contact : Chris Woodcock  
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## Pendle & DMC

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## U17MC-NW

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## Stockport061MC

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Website : www.stockport061.co.uk



## Wallasey MC

Contact : Tony King  
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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>Treasurer</b>	<b>: Steve Butler</b>
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<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 **24 member clubs** and then  
**forwarded to club members + another 5000+** on  
the distribution list (24 X 100 + 7000 = 10,000+ 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





Motor Sport Group

# Prize Presentation

**Friday 30th January 2015**

With Special Guest

**Adam Morgan**  
of  
**Ciceley Racing**

**Venue :** Nelson Cricket Club  
Junc. 13 of M65  
Seedill Ground  
Surrey Road  
Nelson, Lancs, BB9 7TY

**Cost :** **£8** pp

Which includes a 'Homemade Meat & Potatoe Pie' Supper

**Tickets :** Available from : Rod Brereton  
'Witchway', 38 Alma Av.,  
Foulridge, Lancs., BB8 7NS  
email : [pdmc@clara.co.uk](mailto:pdmc@clara.co.uk)  
or your Club Rep/Secretary  
Admission by Ticket Only



Thanks to  
**Pendle & DMC**  
& **aframe engineering**

**aframe**  
engineering

Unit 3 Higherford Mill, Gisburn Road, Barrowford, Lancashire. BB9 6JH. Telephone & Fax 01282 690184  
[www.aframeengineering.co.uk](http://www.aframeengineering.co.uk) e-mail [mick@aframeengineering.co.uk](mailto:mick@aframeengineering.co.uk)

# WALLASEY MC



The Club Meets at  
9-00pm

Every Monday at  
Port Sunlight Village Social Club,  
Bridge St, Port Sunlight CH62 4UP

The next round of the 2014 Scatter Rally Championship will be held on Monday, December 1st 2014 organised by Gary Marriott and Neil Evans.

The route will be on OS Maps 108 & 117, starting from 117/518 766 (Frodsham).

If you're interested in entering or would like more details please contact Gary ( 07711 007531 or gary.marriott80@btinternet.com ) or Neil ( 07546 413814 or neilevo07@yahoo.co.uk )

## WARRINGTON & DMC

Meet Every Tuesday

"The Antrobus Arms"

on the A559, 8-30pm

between Warrington & Northwich.CW9 6JD.



Meet at the The Delph Tavern,  
Tontine, Orrell WN5 8UJ

every second & fourth Monday of the month

### CLUB NIGHTS

DECEMBER Monday 8th

CLUB CHRISTMAS PARTY HOT BUFFET.

DECEMBER Monday 22nd

NO MEETING WE ARE ALL ELEPHANT'S TRUNK.

## Lancashire A.C. Diary Dates



**December** Date to be confirmed - Christmas Supper and Get Together.



The Club Meets at 8pm onwards

Every Thursday at **Rising Sun, Hazel Grove.**

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

**December 4, 2014** – Table Top

8:30 pm, Club Night

**December 11, 2014** – Christmas Meal

7:30 pm, Club Night

## Garstang & Preston MC



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

## Lancashire & Cheshire CC The end of an Era . . .

The Lancashire & Cheshire Car Club is a well-respected club which, for most of its 81 years of motorsport, was lively and active

With changes in working and personal lifestyles, fewer members are able to contribute to the management of events and club life, and consequently the admin and organisation is left to the stalwart but aging few.

The difficult and brave decision to close the club was taken after consultation with the membership and insufficient solutions found.

It is with great sadness - but in celebration of a club life well lived - that, in accordance with discussions and decisions made at the EGM on 10 July 2014, the Lancashire and Cheshire Car Club will close on 31 December 2014.

Over the coming months the website will change its content to reflect the sad closure of our historic and respected club. However we intend to continue to keep useful information and contacts on the site to help any new competitors find their way into motorsport. This website will remain live at least until the end of 2015. All club email contacts are now re-directed to [info@lancashireandcheshirecarclub.co.uk](mailto:info@lancashireandcheshirecarclub.co.uk) and these will be forwarded or answered as appropriate by Club Secretary, Martin Nield

## Bolton-le-Moors MC

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



## Hexham & DMC

Meet every Wednesday at the  
Dr.Syntax Inn, Nr. Stocksfield



Hexham & District Motor Club was founded back in 1948 when a group of motorcycle enthusiasts met in Hexham Market Place and agreed to form a club. The early years saw active participation in motorcycle trials and various other activities relating to two wheels, however, by the late 1950's, many members had switched to four wheels for their transport and were looking for events to compete in. Gradually, rallying took over and the club's main activities have been based on this branch of the sport for many years.

The Hexham & District Motor Club has organised a wide spectrum of events over the years including road rallies, stage rallies at Slaley Forest and Albemarle Barracks, autotests and hillclimbs. With stage events now being prohibitively expensive, the accent is now heavily on road based events with the annual John Robson Navigation rally being a long time round of the Tyneside MotorSport Group Series while latterly the club has run a Historic Rally which has the accolade of being a round of the HRCR Night Navigation Championship and The HRCR Tartan Series.

The main hub of the club's activities is the very popular series of 12 Car Rallies which are promoted throughout the year. These have helped many newcomers get their first step on the motorsport ladder and provide an extremely affordable way of competing in an era of very high cost.



# Larne Motor Club

Back in 1954 a group of enthusiasts in the Larne area of Co. Antrim decided to form a Motor Club and explore the idea of staging events and so Larne Motor Club was formed.

Our first event was one year later and was called the Starlight Rally, which consisted of regularity sections and cross road autotests held throughout the night.

The Suez crisis meant that there were no further events held until 1957. A stage format emerged in 60's and in the 70's the name became the Texaco Rally. Billy Coleman was the last to win the event in 1974.

In 1974, Larne Motor Club staged its first national event in Boyd's Quarry and it was Britain's first ever European rally-cross champion, John Taylor who took the honours. With the help of the famous Boyds, Adrian and Derek, the Boyd's Autodrome was created and became the home of N.Ireland's rally-cross. The venue soon became famous with its incredible "yump" which was a talking point in the sport throughout Europe.

The club can reasonably claim that we had the first properly sponsored motoring event in Ireland, as the Starlight Rally in its first year had backing from Regent Oils. In the 70's the club had regular slots on television with BBC N.Ireland. We still actively seek sponsors for all our events and are one of the very few who have had televised events shown on the BBC, Eurosport, UTV and TV3. In 1987 we organized a "Made for TV" event, a Rallycross Challenge, which attracted Britain's top competitors. Other made for TV events have included tandem autotests.

In 1987 the club moved Rallycross to Nutts Corner Motorsport Centre, with the assistance of the circuit owners Antrim Borough Council. Here we have staged many successful events from a European Challenge to a round of the British Rallycross Championship, the Ulster Rallycross Grand Prix. It was for this event that the BTRDA awarded them the Andy Sargent Trophy for the best organised and promoted event.

Over the years the club have organised autotests, sprints, and hillclimbs, these events are variously rounds of the N.Ireland and RAC Championships. The latest addition is a rally time trial event to give the clubman and opportunity to enjoy competition at as low a cost as possible. We also appear regularly at the local Civic Week parade, (now Larne Alive) with an array of cars and the heavily sponsored club caravan and trailer. During the week of the civic festival we have added to the excitement with an autotest which has been held on the Main Street.

Being from Northern Ireland and with a hospitality reputation to live up to we can advise you that our annual prize giving dinner dance is an experience on its own.

Many famous names have competed in the club's events such as Paddy Hopkirk, Adrian and Derek Boyd, Beattie Crawford, Russ Swift, Martin Donnelly (his first competitive event after his horrific accident in Spain was a Larne Motor Club event), Martin Schanche, Will Gollop, John Taylor, John Welch, the Iversons from Norway, Dimi Mavropoulos, Barry McGuigan the boxing world champion, Denis Biggerstaff, Kenny McKinstry, and indeed the WRC star Colin McRae who began his career in autotests at a Larne event, so the list goes on.

The club epitomises what motorsport is all about, we promote motorsport at all levels, encourage young competitors and officials, promote safety, are involved in the local community, actively involve sponsors, attract television, and last but not least we enjoy doing this.



# Liverpool Motor Club

We believe that The Liverpool Motor Club is the oldest active Motor Club in the UK, being a direct descendant of the Liverpool Self-Propelled Traffic Association which first organised a trial for self-propelled vehicles (what we would now call a Hill Climb) on Liverpool's Everton Brow in 1896.

The Club has a long history of promoting motor sport events, with an current emphasis of organising Sprints. Over the years the Club been successfully involved in various other areas of motor sport, including Autocross, Autotests, Hillclimbs, Production Car Trials, Rallies, Sand Racing and Navigational Runs. It has been particularly successful in encouraging new members to start competing and then providing the stimulus for them to further develop their skills.

Our current programme of events include three sprints and two track days held annually, all on the famous Aintree Circuit. We also promote two hillclimbs each year at the spectacular Barbon Manor in Cumbria, jointly with Kirkby Lonsdale Motor Club, as we help to secure the venue and its events for the future.

Our highly successful Speed Championship run jointly with Chester Motor Club is one of the most closely contested in the region.



## Knowldale Car Club

Knowldale Car Club meet at Milnrow Cricket Club

From Junction 21 of the M62 join the A640 Elizabethan way in the direction of Rochdale. Take the first left onto Harbour Lane. Turn right at the T then first left. The gates to the car park are on the right. Walk the path around the pitch to the clubhouse opposite. The lounge is to the left in the entrance lobby. Knowldale members usually sit in the corner opposite the door, so make yourself known and you will be made welcome.



## Blackpool South Shore Motor Club



Blackpool South Shore Motor Club was founded on the 1st September 1950, Blackpool South Shore Motor Club meets every Thursday night at The Clarence public house on Preston New Road, Blackpool from about 8.30 onwards.

The club organises 2 single venue Special Stage Rallies each year, 1 at Three Sisters Race Circuit in Ashton-in-Makerfield, and the other at Weeton Army Barracks near Blackpool. The club is also a member of the Motorsport North West consortium of motor clubs who organise the North West Stages event held in the Blackpool area every February. Club members are actively involved in competing and marshalling at all levels.





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 2nd Dec**  
**Scatter Rally**  
**Map 103**

**Tuesday 9th Dec**  
**Committee Night**

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

**Tuesday 16th Dec**  
**Christmas Party**

Waddington Club  
£16pp : Contact Heidi

**Tuesday 6th January**  
**2015**

**Table Top Rally (Map 103) +**  
**Christmas Sweater Night**

Come along and show off that awful Christmas Sweater that Aunt Mable gave you for Christmas

**Clitheroe & DMC**  
**Prize Presentation**  
**Friday 27th Feb '15**  
**The Adelaide Suite**

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## November 2014 Clubnights

**AGM : Tues 4th November**



Trevor Roberts (President) opened the 53rd AGM of Clitheroe & DMC. Reports from the Competitions Secretary, Treasurer, Membership Secretary & Club Secretary were given.

In the past year the Club has run 2 Road Rallies, 2 Stage Rallies, has started to run a Winter Scatter rally Series, has run a 12 Car Rally and a Taster Autosolo at Myerscough College Open Day. The Club meets once a week and is generally well attended, there has been some wonderful Guest Speakers as well as Table Top Rallies, navigation training nights, and quizzes. The membership is slightly down on the previous year but 2013 saw a big jump in membership. The clubs finances go from strength to strength.

Only one proposition was tabled, the meeting delegated the implementation of that proposition to the Committee,

Five new members were elected to the Committee : Dave Whittaker, Ayrton Harrison, Matt Flynn, Jez Turner & Tony Vart.

The winners of the 'Best Club Member' & 'Best Young Member' were announced : Best Club Member - Jez Turner, Best Young Member - Ayrton Harrison. Another award was made to long standing Treasurer Steve Lewis. All Awards will be presented at the Prize Presentation Night on Friday the 27th of February \. Tickets available from Heidi

Dave Whittaker was present at the meeting showing off his rather splendid trophy gained on the **Rally of The Tests** for finishing 'Against All Odds' : see pages 28, 29 & 30 for his report



Jez Turner



Ayrton Harrison



Dave Whittaker

## 25th November : Hall Trophy Forum



Thanks to everyone who helped in making the Hall Trophy Rally at Blyton another huge success.

Report will be in next months issue but for a taster see 'Radio Mutterings' Page 45

On Monday the 24<sup>th</sup> of November **Malc Graham** underwent a laryngectomy as he has laryngeal cancer. He has spent 24 hours in ICU, half of that time sedated. He is now awake and in reasonably good spirits considering the seriousness of this operation). He is unable to talk for the time being and will need speech therapy in the future. He will be in hospital for a few weeks but if you do visit please (don't visit without phoning Jean first) remember it's his voice that's gone ...he isn't deaf or daft.

**Get Well soon Malc**

# 2015 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 2015 ..... 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 2015 Events occurring, and results notified to the compiler, before the end of February 2015 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)



# 2015 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.



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**Bill Wilmer 07973-830705,**

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

## **2014 SD34MSG Inter Club League**

Division A		Position	
Club	Points	Div	O/A
Bolton-le-Moors CC	845	1	1
Clitheroe & DMC	760	2	2
U17MC-NW	709	3	3
Warrington & DMC	353	4	4
Wigan & DMC	303	5	6
Stockport 061 MC	246	6	9
Wallasey MC	162	7	10
Division B		Position	
Club	Points	Div	O/A
Pendle & DMC	318	1	5
Garstang & Preston MC	282	2	7
Lancs & Cheshire CC	260	3	8
Accrington MSC	150	4	11
Manx AS	98	5	12
Lancashire A.C.	91	6	13
Mull CC	-57	7	20
Division C		Position	
Club	Points	Div	O/A
High Moor MC	65	1	14
CSMA (NW)	37	2	15
Bury AC	28	3	16
Lightning MSC	0	=4	=17
2300	0	=4	=17
Motorsport NW Ltd	0	=4	=17

**Last Updated 25th November**



# SD34MSG 2014 Calendar

Date	Type	League	Club	Title	Venue - Notes
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

## Remaining 2014 Championship Rounds at a Glance

### SD34MSG

#### Non Race/Non Rally

Date	Event	Club
December		
7th	Winter AS, A/T, PCA	AMSC/CSMA



### SD34MSG

#### Marshals Championship

All SD34MSG Member Club Events  
See SD34MSG Calendar Above  
for Dates of Events

## SD34MSG 50th Anniversary Dinner

Proposed for January 2015  
More Details When available  
Rod Brereton : [pdmc@clara.co.uk](mailto:pdmc@clara.co.uk)



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

Date: 24/01/2015

Association of North Western Car Clubs (ANWCC)

Main Discipline:  
Rally, Radio

Contact: Mark Wilkinson,  
email: [anwcc@stockport061.co.uk](mailto:anwcc@stockport061.co.uk),  
Telephone:  
Venue: Stockport  
Geographic Area: North West England  
Primary Association: ANWCC  
**Rally Marshal training**  
(New Marshals, In-Stage Marshals, Radio Marshals,  
Timing Marshals and experienced Stage Commanders  
sessions)

Date: 25/01/2015

Association of Northern Car Clubs (ANCC)

Main Discipline:  
Rally, Radio

Contact: Bob Wright,  
email: [bob.wright1@virginmedia.com](mailto:bob.wright1@virginmedia.com),  
Telephone: 07860 866 935  
Venue: Askham Bryan, York  
Geographic Area: North East England  
Primary Association: ANCC  
**PROVISIONAL DATE**  
**Rally Marshal training** (New Marshals, In-Stage Mar-  
shals, Radio Marshals, Timing Marshals and experi-  
enced Stage Commanders sessions).

## Non Race/Rally Championship

O/A	Competitor	pts	Club
1.	Andrew Williams	82.91	U17MC
2.	Steve Price	80.33	BLMCC
3.	Steve Lewis	79.33	CDMC
4.	Roger Barfield	78.13	U17MC
5.	Daniel Barker	74.72	CDMC
6.	Stephen Kennell	73.06	CDMC
7.	Steve Johnson	69.90	U17MC
8.	David Goodlad	30.11	BLMCC
9.	Steve Butler	29.57	CDMC
10.	William Jarman	29.23	U17MC
11.	David Robinson	20.93	U17MC
12.	Simon Robinson	19.80	U17MC
13.	Michael Tomlinson	19.49	PDMC
=14.	Hazel Johnson	10.00	U17MC
=14.	David Barratt	10.00	AMSC
16.	Ian Bruce	9.91	BLMCC
17.	Angela Jones	9.38	U17MC

*Last Updated : 12th November 2014*

## U18 Championship

O/A	Competitor	pts	Club
1.	Scott MacMahon	71	U17MC
2.	Alexander Tait	54	U17MC
3.	James Williams	50	U17MC
4.	Ben Wild	17	U17MC

*Last Updated : 20th September 2014*

## Individual Championship

O/A	Competitor	Q	pts	Club
1.	Steve Price	Y	106	BLMCC
2.	Steve Johnson	Y	92	U17MC
3.	Andrew Williams	Y	90	U17MC
4.	Steve Lewis	Y	87	CDMC
5.	James Williams	Y	63	U17MC
6.	Steve Butler	Y	62	CDMC
= 7.	Mathew Jakeman	Y	47	HMMC
= 7.	Gary Jakeman	Y	47	HMMC
9	Ian Bruce	Y	25	BLMCC
10.	Maurice Ellison	Y	23	CDMC
11.	David Barratt	Y	15	AMSC
12.	Paul Buckel	Y	12	CDMC
13	Scott MacMahon	N	79	U17MC
14.	Daniel Barker	N	71	AMSC
15	Stephen Kennell	N	65	CDMC
= 16.	Roger Barfield	N	59	U17MC
= 16.	Ryan Moyler	N	59	CDMC
18	Antony Dixon	N	58	PDMC
19	Alexander Tait	N	53	U17MC
= 20.	Neil Harrison	N	38	CDMC
= 20.	Pete Tyson	N	38	CDMC
22.	Paul Taylor	N	27	CDMC
= 23	Ben Wild	N	26	U17MC
= 23.	William Jarman	N	26	U17MC

*Last Updated : 25th November 2014*

## SD34MSG

## 2014 Championships

*For the latest updates go to : [www.sd34msg.org](http://www.sd34msg.org)*

## Stage Rally Championship

O/A	Driver	Q	pts	Class	Club
= 1	Garry Jakeman	Y	132	B	HMMC
= 1	Antony Dixon	Y	132	C	PDMC
3	Stephen Johnson	Y	79	A	U17MC
4	Jack Darbyshire	Y	53	D	GPMC
5	John Richardson		55	C	BLMCC
6	Mark Booth		29	C	SO61MC
= 7	Steve Hudson		26	B	CDMC
= 7	Hazel Johnson		26	A	U17MC

O/A	Co-Driver	Q	pts	Class	Club
1	Mathew Jakeman	Y	131	B	HMMC
2	Ryan Moyler	Y	130	C	PDMC
3	Steve Butler	Y	79	A	CDMC
4	Eric Wilcockson		56	C	BLMCC
= 5	Matthew Kendall		54	C	GPMC
= 5	Steve Lewis		54	C	CDMC
7	David Barratt		53	A	AMSC
= 8	Ian Raynor		27		CDMC
= 8	Steve Coombes		27		GPMC

*Last Updated : 30th Sept (after Heroes Stages)*

## Road Rally Championship

O/A	Driver	pts	Class	Club	Scores
1	Pete Tyson	56	E	CDMC	6
2	Dave Whittaker	41	S/E	CDMC	5
3	Pete Jagger	40	S/E	BLMCC	6
4	Richard Hunter	39	E	AMSC	4
5	Mark Standen	38	E	G&PMC	5
= 6	James Taylor	36	S/E	CDMC	6
= 6	Ian Bruce	36	S/E	BLMCC	6
8	Tony Harrison	26	E	CDMC	3
= 9	Paul Buckel	23	E	CDMC	3
= 9	Simon Boardman	23	E	CDMC	3
10	Steve Mitchell	22	E	CDMC	4
11	Derek Long	17	S/E	BLMCC	4
12	Andy Williams	2	N	U17MC	1

O/A	Navigator	pts	Class	Club	Scores
1	Neil Harrison	57	E	CDMC	6
2	Paul Taylor	56	E	CDMC	6
3	Richard Crozier	48	E	G&PMC	6
4	Andy Long	43	E	BLMCC	6
5	Ian Mitchell	36	E	CDMC	5
= 6	Steve Butler	35	E	CDMC	4
= 6	Sasha Herriott	35	E	AMSC	4
= 8	Ian Rayner	22	E	CDMC	4
= 8	Maurice Ellison	22	E	CDMC	3
10	Ian Farnworth	18	N	G&PMC	3
11	James Williams	4	N	U17MC	1

*Last Updated : 18th November 2014 (After Dansport)  
Best 6 Scores to Count*



# 2014 SD34MSG

## MARSHALS CHAMPIONSHIP

*Last updated 12th November 2014*

### Accrington MSC

Tracey Smith	70	Steve Smith	10
--------------	----	-------------	----

*Total Club Marshalling Points : 80*

### Bolton-le-Moors MC

Steve Price	20	Chris Fletcher	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>Jez Turner</b>	<b>80</b>	<b>Maurice Ellison</b>	<b>80</b>
Steve Lewis	30	Dionne Wild	20
Matt Kiziuk	20	Chris Woodcock	10
Dave Barratt	10	Steve Brocklebank	10
Heidi Woodcock	10	Katie Woodcock	10
Steve Butler	10	Paul Buckel	10
Gareth Shepherd	10	Kev Haworth	10

*Total Club Marshalling Points : 320*

### CSMA (NW)

Graham Bray	30	Eve Fisher	30
-------------	----	------------	----

*Total Club Marshalling Points : 60*

### Garstang & Preston MC

<b>Les Fragle</b>	<b>100</b>	Graham Chesters	30
Steve Kenyon	30		

*Total Club Marshalling Points : 120*

### High Moor MC

### Lancs & Cheshire CC

### 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

Les Eltringham	70	Alan Shaw	60
Rod Brereton	60	Peter Wright	40
Chris Andrews	30	Steven Dixon	20
Mick Tomlinson	20		

*Total Club Marshalling Points : 340*

### Stockport 061

<b>Ken Wilkinson</b>	<b>110</b>	Mark Wilkinson	30
Sarah Jane Wikinson	20		

*Total Club Marshalling Points : 160*

### U17Club NW

Steve Johnson	20	Hazel Johnson	10
Chris McMahon	10	Paul Wild	10

*Total Club Marshalling Points : 50*

### Wallasey MC

### Warrington & DMC

<b>Billy O'Brian</b>	<b>80</b>	<b>Robbie O'Brian</b>	<b>80</b>
Denise Burns	50	Alan Burns	50
Joanne Mackman	40	Dave Read	40
Ann McCormack	40	Steve Prince	30
Colin Cresewell	30	Stuart Deeley	20
Mark Spiers	20	Colin Burgess	20
Sandra Withenshaw	10	June Deeley	10
Greg Arthur	10	Jason McCarthy	10
Ian Heywood	10		

*Total Club Marshalling Points : 550*

### Wigan MC

Alan Bibby	10	Graham Bunting	10
Peter Bunting	10	Chris Cooke	10
Stuart Cooke	10	Helen Fox	10
Martin Fox	10	Dave France	10
Alan Hayes	10	Mark Hewitt	10
Denis Higson	10	Rob Jones	10
Tony Jones	10	Dave Hind	10
Tony Lynch	10	Lance Rowlandson	10
Sue Roberts	10	Adrian Spencer	10
Colin Strath	10	George Thewlis	10
Greg Arther	10	Mike English	10
Mike King	10		

*Total Club Marshalling Points : 230*

### 2300 MC

# Neil Howard Stages Rally

## Oulton Park



Saturday 8th November and it was time again for the NHMS rally held at the Oulton Park race circuit. Having competed on this local rally for the last 2 years finishing 5th and 10th O/A since it was reinstated to the rally calendar after many years of not being held due to the Circuit owners choice and also having competed at Oulton Park several times in the early 90's in the Sunbeam, when it was a popular venue for rallying with 3 events usually held at the end of the year.

Not having rallied since their excellent result on the Mewla rally back at the end of August Team Adgespeed of Adrian Spencer and Mark Hewitt decided to do the track day, the day before to get some seat time and do some testing. This proved to be a good decision due to the very wet weather allowing them to test the wet and intermediate tyres just in case the conditions were similar on the rally.

The rally day started with damp conditions and going for the soft intermediates they were immediately on the pace setting 5th quickest time behind 3 world rally cars and an Escort Mk2 on stage 1. Stage 2 was a repeat of stage one using the race circuit in the normal direction and the decision to stay on the intermediates was the wrong one as the rain started and with a few off track moments saw them drop to 6th O/A with the 10th quickest time, however with no issues with the car it was back to service.

For stage 3 the circuit had built a water splash off the race circuit on an old bit of track which used to be used in rallies of old so a change to wets was the order. With Mark urging Adrian on they blasted through the water splash and most onlookers gave them a 9.5 for speed and commitment through it. Setting =7th quickest time though wasn't enough and they dropped to 7th O/A at the end of stage 3.

Stage 4 was going to be a repeat of 3 but then they had to go and do stage 5 which was the extremely slippery drift track loops in the middle and with no service between the tyres would have to be suitable for both stages. Staying on wets they continued going well and with 6th quickest on stage 4 and 12th on the very slippery infield stages they moved back up to 6th O/A

For the next pair of stages 6 and 7 the stage was reversed running the wrong way round the track and with Mark encouraging Adrian on and keen to improve a big push was in order and this was definitely delivered with 4th quickest time on Stage 6, 8th quickest time on stage 7 and with their nearest rivals retiring because of engine failure to their Escort Mk 2 Adrian and Mark moved back into 5th O/A still behind 3 Subaru Impreza's and 1 Ford Fiesta World Rally Cars.

***Continued on Page 17***





## Neil Howard Stages Rally Continued from Page 16

With the 4 World rally cars in front which unless they had problems and being 30 secs behind the Subaru World rally car of David Turnbull staying 5th was the order of the day.

Stages 8 and 9 saw a return to the water splash but run in the opposite direction and with 6th and =9th fastest times they went into the final stage 10 back on the slippery drift circuit and with 13 seconds over their nearest rivals only a error or problem could lose them the position over the short last stage and taking care not to make any errors they kept 5th O/A.

A great result finishing 5th O/A with the rally being won by Steve Simpson in his Subaru Impreza S12B WRC, Kevin Proctor in his Subaru Impreza S9 WRC 2nd, Graham Coffey in his Ford Fiesta WRC 3rd and Dave Turnbull in his Subaru Impreza S11 WRC only 43 seconds in front after 65 miles of rallying, a really great result.

Adgespeed are now re preparing the car for next year, with the Tour of Epynt likely to be the 1st rally in 2015

**Adrian Spencer and Mark Hewitt**  
**Team Adgespeed**  
**Photos : Jucy Rally Photography**



# ADGESPEED



Unit 14, Thames Trading Centre,  
Woodrow Way, Irlam,  
Manchester. M44 6BP.

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**Unit** - 0161 777 9949

**Mobile** - 07960 964069

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## **AUTOSPORT** INTERNATIONAL **The Racing Car Show** **9 - 12 January 2014 NEC**



### **Special ASI ticket discount for MSA members**

The MSA has teamed up with Autosport International to offer competitors, volunteer marshals and officials a special £5 discount on advance trade tickets, normally priced at £27.

The show celebrates its 25<sup>th</sup> anniversary at Birmingham's NEC on 8-11 January. MSA British Touring Car Championship stars Andrew Jordan, Matt Neal and Gordon Shedden are the first headline announcements, with more expected in the coming weeks.

The governing body will also return with a new and improved stand, details of which will soon be confirmed. Go Motorsport will also join with local motor clubs to run an AutoSOLO with free passenger rides outside the exhibition hall.

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# Neil Howard Stages

## Simpson takes victory as Coffey finishes third

Stephen Simpson took victory on the 2014 Neil Howard Stages in association with Graham Coffey & Co. Solicitors as he led from start to finish at Oulton Park and denied Graham Coffey a third straight victory.

Kevin Procter and Derrick Fawcett leapfrogged Coffey on the final Super Special of the day to take second, and left the Manchester-based solicitor in third; a disappointing result on a rally that he has won for the past two years.

David Turnbull, Adrian Spencer, Julian Jones, Steve Quigley, Ian Hucklebridge, Nigel Mummery and Roger Moran completed the top ten in a rally dominated by the 'big boys' of Class D.

While the morning sunlight gave the drivers a dilemma of whether to go out on dries or wets, early rain on Stages 1 and 2 made the circuit slippery and cars with sliding throughout.

Much like last year it was Simpson who set the early pace. While only two of the first five stages were his, a nightmare start for Coffey saw Simpson take a commanding lead. The first two stages in particular were a nightmare start for Coffey, as not only did he get told to quieten down his car, he dropped 11 seconds behind the pace – a time he could not make up all day.

Stage 3 brought about brief respite as the water splash treated drivers and spectators to a spectacular of cascading mud and water, although the second Coffey took off Simpson didn't bring about the revival he hoped it would.

Stage 5, which saw another rally first, as the rally moved onto the infield track, also slipped from Coffey's grasp as Kevin Procter, a RallyCross expert, took the inaugural victory on the Graham Coffey Super Special, narrowly beating the man it was named after by just four seconds.

The new water splash proved a huge hit for both competitors and spectators while the Super Specials on the infield stages at Oulton saw a mass of spectators huddled around the barriers.

While Simpson was forced to retire last year after Stage 5, this year there was no repeat of that and after three more stage victories out of the next four, he went into the final stage in a commanding position and with one hand already on the trophy. And so it proved, as despite recording a disappointing time on the super special in the darkness his consistent performance across the rally ensured that the gap was enough to take victory for the first time.

And yet, while there wasn't the drama of last year thrilling finale, the rally threw up an extra surprise as Coffey, who had pipped John Stone to the title last year, saw himself drop to third below Kevin Procter who after taking time off the former champion on the last year stages saw him leapfrog the Manchester-based solicitor and take second place.

While Class D drivers dominated the top ten, elsewhere there were class wins for John Clayton/Stephen Booth (Class A), Lee Farrer/Jordan Joines (Class B), and Julian Jones/Mikey Herritts (Class C). John Clayton took victory in Class A and 78th overall, beating Barry Stenhouse and Martin Melling.

Class B was won by Lee Farrer and Jordan Joines, as despite having a few hairy moments on the final Super Special which resulted in a smashed light, finished 34th overall and ahead of Chris Phillips/Sarah Hughes and Dylan Thomas/Sarah Alys Edwards

Finally, Class C saw Julian Jones/Mikey Herritts take first in class and tenth overall ahead of Steve Quigley/Tom Hutchings in his Renault Clio Cup and Kevin Williams/Andrew George in their Ford Escort.

Kevin Procter followed up his second place finish with the inaugural "Best Performer on the Graham Coffey Super Special".



**Photos : Jucy Rally Photography**



Oh no, here we go again! Another tongue-in-cheek-it-probably-didn't-happen Rally Report! I know what you're thinking, these things are becoming far too common, and I would agree! Just think yourself lucky you only have to pain yourself for a few minutes reading this...I get pained for WEEKS by 'The Grumpy Old Git' Maurice Ellison to write these damned reports!

So, where have I been gallivanting off to this time? The PokerStars Stages Rally of course!

It had been far too long since I'd tasted Manx Tarmac, and I was beginning to crave it like a coke addict craves cocaine, so it was only right that I looked for my fix, and it soon came along, in the shape of Manxman Scotty Bradshaw.

Scotty has quite an interesting history, most of which occurred whilst I was still shitting myself and in nappies (no, not last week, that one time doesn't count). He has claimed 10 outright rally wins, along with winning the '92 British N3 Championship, '93 Mintex N3 Championship, '93 Manx Rally Championship, '94 & '95 British Junior Rally Championship runner up, and he was also selected for the Shell Scholarship Finals in 1994...so it's safe to say he used to be a pretty useful driver!

Because I'm 'Posh as Becks' I flew into the Isle of Man on Friday Morning and immediately hopped into the super Honda HR-V Recce Vehicle to start going over the stages. And Jesus Wept, it was clear to see the rain had been falling heavily over the past few days on the island (no surprises there really). Some of the stages had lakes, not floods, but full-blown lakes (mild exaggeration) across the road, even Stevie Wonder could have seen them! There were a few points where I had to keep making sure we were entering a car rally and not some P1 Superstock Powerboat event! The Honda HR-V with its 4WD struggled to pull through some of the lakes, so we could only imagine what the FWD Honda 'Skateboard' Del Sol Vti was going to be like! - and it wasn't going to be fun!

Before I go any further, I want to tell you a little bit about the car we were competing in, as there is quite a cool little story with it. Scotty's Honda Del Sol Vti was built with just shy of £2,000, and all in 28 days for a show called Carwars which is currently in production. This was done to show how a newcomer to rallying doesn't have to spend £10,000+ to have a car which is competitive and fun. Scotty hadn't rallied for over 20 years (he is a bald old bar-steward) and finished 2<sup>nd</sup> overall on the Manx Trophy Rally, winning the class by 16 minutes earlier in the year. On to the rally itself...this is usually where fact meets fiction and I tell you how we won the rally by 17 days and 12 hours, before we even started the event! We took Friday night at a fairly steady pace, getting used to how one another worked, and finding out how the Honda coped as an amphibious vehicle. By the end of the night we were getting up to speed, unfortunately due to the conditions we weren't able to make the most of the mysterious thing known as 'VTEC YO' and instead it gave us all the turbo lag we could ever ask for, without the turbo! We ended the night 26<sup>th</sup> O/A, and relatively unscathed, ready to fight another day!

The 'another day' came a few hours later, and the roads were still looking more like canals. We were certainly rallying in the toughest conditions that I've ever seen, but the mighty Honda battled on through the rain, rivers, snow, ice, mud and clunge, and didn't miss a beat. Scotty continued to produce a very experienced drive (probably due to his prehistoric age) and managed to keep us out of the hedges despite some HUGE moments in the 1600 FWD machine.

We came out at the end of Saturday's stages in a respectable 24<sup>th</sup> O/A and 5<sup>th</sup> in Class, it wasn't as high as we had expected, but given the conditions, and the fact the car was built with a £2,000 budget in just 28 days, I'm more than happy to walk away with my head held high. Perhaps we should have pushed harder on Friday night, but then perhaps we wouldn't have finished at all!

As per usual a huge thank you needs to go out to all those awesome marshals, timekeepers and organisers who give up their spare time to get very wet and cold, in order for us to enjoy the events. The PokerStars Rally 2014 was undoubtedly one of the best organised rallies I've ever done. A special thanks to our service crew for being beautiful, but not as beautiful as Scotty and I. Did I mention we won the 'Most Attractive Crew' award? I may have made it up, and we may have been the only entrants, but we won – OK?

Until next time, over and out!

P.S. Has anybody seen VTEC yet?





# SA Gas Premier Rally & Premier Historic Rally 2014

The 2014 SA Gas Premier Rally and Premier Historic rally was held on Sunday 23rd November 2014 entirely within the confines of Sherwood Pines Forest Park offering competitors & spectators a compact and enjoyable day of Motorsport. A competitive entry had assembled in some fine machinery for both of the events which offered the crews six stages totalling 33 miles run by the Dukeries Motor Club. The Events formed part of the Sheffield Rolling Road EMAMC and Roadrunner/ Phoenix Awards ANEMMC Stage Rally Championships as well as Dukeries MC Rally Championship and the AMEC Ward Trophy.

As the crews started they were met with tricky and slippery conditions as the wet weather turned the stages into mud, where grip was hard to come by and in turn caught drivers out all the way throughout the field. Three time winners of the Premier Rally Robert Swann / Dean Garrod in their Subaru Impreza S11 WRC set the pace from the front with young and up and coming Star Arron Newby accompanied by Rob Fagg in the Co-Drivers seat (Subaru Impreza) second with Karl and Guy Simmons (Subaru Impreza S11 WRC) in third. Harry Gardner / Elliot Graham (Subaru Impreza) fourth with Andrew Fenwick / Andrew Roughead in their Ford Focus WRC rounding out the top 5. Gardner / Graham's excellent time on the first test was not to be repeated though as the pair retired on SS2 with a broken propshaft, the top 3 held station after SS2 with Fenwick / Roughead fourth and Gary Wayne / Neal Bloor (Subaru Impreza) now moving into fifth overall. Matthew Robinson / Sam Collis

(Ford Escort MK2) lead the Historic event with Paul Street / Ian Jones (Ford Escort MK2) second and the lovely Hilman Avenger of Barry Jordan / James Gratton-Smith rounding out the top three.

Over the next four stages as the rain eased and the weather improved Swann / Garrod pulled clear and was untouchable as they topped the time sheets on every test to record a fourth successive victory by a margin of 1min 13sec. The battle for second place was a closer affair as Simmons / Simmons continued to take time out of Newby / Fagg and momentarily took second place after SS4, Newby / Fagg fought back and upped their pace to eventually claim the position overall by a mere 1 second from Simmons / Simmons at the finish. Fenwick / Roughead finished a creditable fourth, the tarmac regulars a further 1min 29sec adrift with Wayne / Bloor rounding out the top five. Robinson / Collis dominated the Historic event but withdrew after SS4 to hand the lead to Street / Jones who went onto to claim the win by 59secs from second and ever consistent Chris Skill / Glenn Hall (Ford Escort Mk2 1600 Sport) with Jordan / Gratton-Smith third.

## Results;

### Premier Historic Rally

1. Paul Street / Ian Jones	Ford Escort Mk2	37:23
2. Chris Skill / Glenn Hall	Ford Escort Mk2 1600 Sport	+0:59
3. Barry Jordan / James Gratton-Smith	Hilman Avenger	+1:05

### Premier Rally

1. Robert Swann/ Darren Garrod	Subaru Impreza S11 WRC	31:34
2. Arron Newby/ Rob Fagg	Subaru Impreza	+1:13
3. Karl Simmons/ Guy Simmons	Subaru Impreza S11 WRC	+1:14
4. Andrew Fenwick/ Andrew Roughead	Ford Focus WRC	+2:43
5. Gary Wayne/ Neal Bloor	Subaru Impreza	+4:01

**Report & Images James Redman**  
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# Rali Cilwendeg

The Rali Cilwendeg has been held in high esteem for as long as I can remember. Regardless of the varied route and formats the event has taken over the years it still attracts a full and usually high quality entry, with each competitor either keen to get their name on a prestigious trophy or simply to get around the route and tick the 'completed the cilwendeg' box. The quality of entrants and the location of the event deep in west wales, heart of road rallying country, therefore attracts large crowds to boot, creating a great atmosphere at the start venue and filling the usually desolate country lanes with a buzz and amass of reflective tabards.

This year saw the event return to it's traditional start location in the mart, Newcastle Emlyn, where moderate weather conditions helped draw in a consistent and bustling crowd around the 75 competing cars. 10:30 soon came and crews started frantically plotting the six pages of grid references in the 75 minutes given, not everyone managing to finish in time.

At 11:45 the first cars headed out into the lanes, this year the club had opted for a more traditional format with no tests. The event got under way with mixed fortunes for many crews, favourites for the win John Davies & Eurig Davies (Mk2 Astra) taking an early lead along with Dyfrig James & Emyr Jones ((Mk2 Escort) both cleaning the first section. Car 2, Gethin Morgan & Steve Herbert (Mk2 Escort) and car 9 Stefan Davies & Justin Davies (Mk2 Escort) were out early with electrical problems. Car 3 of Arwel Hughes-Jones & Dylan John Williams (Mk2 Escort) were also out with an issue at a time control, the same control also costing car 7, Andy Davies & Cadog Davies (Impreza) 30 seconds with a slight mix up. Early pace setters in class 2 were Gareth Thomas & Edwin Venville (Mk2 Escort) with cars 23, Malcolm Jones & Rhys Jones (Satria) and 19, Simon Summers & Rob Leeman (Mk2 Escort) both within 6 seconds. Class 3 saw the pairing of Tomos Lewis & Reian Jones (Mk2 Escort) take control early on, 7 seconds ahead of Paul Jones & Gary Davies (Xsara) and a further 12 seconds in front of Neil Coulson & Colin Griffiths (Persona) who were third quickest in class.

The first half was a mix of classic welsh lanes linked up by a few smooth but slippery whites. Grip was very hard to ascertain with some roads so covered in leaves you could barely distinguish them from the whites! As the crews reached the mid way point of the first half it was clear that the majority of the main selectives would be droppers, making for an interesting rally! At SF2 car 1 of Davies/Davies (Mk2 Astra) held the lead, followed by car 4 James/Jones and car 5, Adrian Jones & Aled Richards (Impreza). At this point car 7, Davies/Davies (Impreza) were on the back foot, struggling with a few early mistakes but now confident in each other and determined to claw back lost time. Class 2 saw car 36, Carwyn Adam & Richard Smith (Mk2 Escort) set a quick time putting them in front.

Jones/Jones were still in second close behind with Summers/Leeman holding onto third. Lewis/Jones were setting a great pace in class 3 now being 27 seconds in front of Jones/Davies. Car 44, Mark Jukes & Dafydd-Sion Lloyd (AE86 Corolla) had moved up to third in class at this point with a total time of 4:09. With 7 selectives to go before the halfway petrol halt it was clear it was going to be all go with only 2 of those selectives being 'slack'. The crews battled on unfortunately Losing car 8 Rhodri Evans & Dylan John (Mk2 Escort) with a broken driveshaft. The crew had shown a lot of promise early on with some very impressive times. The top 10 crews continued to drop under 40 seconds on each of the remaining controls with impressive times coming in from crews outside the top ten such as car 14 Craig Judd & Matthew Maidment (306 GTi-6), car 17 Steve Knibbs & Gerwyn Barry (Corsa) and car 18 Thomas/Venville. The first half was also to soon claim car 11 and 20 with mechanical issues.

A quick refuel session with hurried discussions of the quality of the event along with the usual banter between crews saw the cars head out for the 2nd half where there would be 5 major droppers. The first and biggest of which, would be straight from petrol, with relaxed crews on cold brakes/tyres being put straight to the test. Car 1 of Davies/Davies (Mk2 Astra) were quickest, beating Jones/Richards and Davies/Davies (Impreza) by just 1 second! However things were soon to change with a twist of fate as Davies/Davies (Mk2 Astra) suffered mechanical failure and retired, giving Jones/Richards a comfortable lead.



*Sonya Jones Rally Photography*  
[www.facebook.com/s.jones.rallyphotography](http://www.facebook.com/s.jones.rallyphotography)



***Continued on Page 22***

## Rali Cilwendeg

Continued from Page 21

The top 10 crews cleared the next 4 clocks as the rally approached it's 3/4 point. TC16 saw car 4 of James/Jones quickest, followed by car 5 Jones/Richards and car 7 Davies/Davies (Impreza). Thomas/Venville were quickest in class 2 ahead of Knibbs/Barry keeping them in the top 2 spots in class, Jones/Jones having the third fastest time but an earlier fail put them out on contention for the class trophy. Class 3 saw Huw Tagg & Michael Williams (318 Compact) setting the quickest time, dropping 36 seconds. Just a second behind were Guto Ifan Williams & Llion Williams (Mk1 Escort) and another 2 seconds behind them were Jones/Davies who were currently third in class.

The next dropper selective was a very well put together and entertaining selective using the gravel hairpins of Glogue slate quarry. This selective saw car 18 of Thomas/Venville set an impressive fastest time dropping only 2 seconds, 6 seconds faster than Davies/Davies (Impreza) who were also 9 seconds faster than Jones/Richards. Second in class 2 were Hefin Lewis & Gethin Sollis in the new shape Mini followed by car 29 of Heulyn Phillips & Wyn Mathias (Astra). Lewis/Jones were again out in front in class 3, but only 6 seconds ahead of Adam Pickersgill & Iestyn Pynn (Impreza). Rounding off the quickest top three were Rhydian Morgan & Robert Stephens (205 GTi) who were also up to second in class. TC20 saw Jones/Richards command the fastest time, 3 seconds faster than Davies/Davies (Impreza) and 4 seconds faster than car 4 of James/Jones. At this point the winners seemed decided and crews headed towards the end where the last section of the night was yet another dropper seeing impressive times from car 19 Summers/Leeman and James/Jones.

The crews headed sporadically back for the finish at the rugby club where it emerged some crews had unfortunately fallen foul to the spotlights in neutral rule which was explained at the drivers briefing. This was secondary however to the hustle and bustle of breakfast consumption and anticipated faces every time an official emerged bearing some paperwork! The room was filled with praise for the event and many commenting on the rallies likening to the classic reputation it holds. No one generally had a bad word to say about the rally with the mix of classic roads/droppers/farms and whites that is so hard yet perfect, seemingly hitting the mark with nothing 'rough' at all. A huge thanks to Teifi Valley motor club for organising such an enjoyable and successful event along with an extended thanks to all Marshall's and everyone behind the scenes including landowners. A quick round up of the top results. Two Subarus had taken the top two spots with Adrian Jones/Aled Richards taking a well deserved and convincing win, followed by Andy Davies/Cadog Davies on their first pairing together in a fantastic 2nd place. Gareth Thomas/ Edwin Venville came in at 3rd making a remarkable comeback in 'John Mk1's' hired RNX after a large break. In a cracking 4th place after a run of bad luck were Nigel Philips & Mark Lloyd followed by Steve Knibbs & Gerwyn Barry in 5th having again pushed their Vauxhall Corsa to its limit! Tomos Lewis & Reian Jones set quick class 3 times all night giving them the win in class by over 2 minutes. The complete and final results can be found here.

A huge congratulations to anyone that finished the rally.

**Andy Davies, Driver**  
**Car 7, Subaru Impreza (2nd O/A)**

Please Note:

# CHISTMAS IS CANCELLED

Apparently, YOU told Santa that  
you have been GOOD this year ...



*He died laughing*

A policeman pulled me over and said,  
"Do you know why I pulled you over?"  
I said, "Because you wanted to see how tall I am?"  
"Step out of the car, sir," he ordered.  
I said, "See, I told you."



Reaching the end of a job interview, the Human Resources Officer asks a young engineer fresh out of University, "And what starting salary are you looking for?" The engineering student replies, "In the region of £125,000 a year, depending on the benefits package."

The interviewer inquires, "Well, what would you say to a package of eight weeks paid holidays, full medical and dental cover, company matching retirement fund to 50% of salary, and a company car leased every two years, say, a red Porshe?"

The engineer sits up straight and says, "Wow! Are you kidding?"

The interviewer replies, "Yeah, but you started it."





# Pentreath Group

## GLYN MEMORIAL TROPHY STAGES



### Tommi Meadows left to rue Anglesey mishap

TOMMI Meadows was left to rue a retirement when well placed in the penultimate round of the Junior 1000 Rally Championship in Wales.

The Bowland High School pupil was making strong progress after a solid opening day but his car failed to start before the start of stage 14 on day two and that ended his weekend.

The rally contained stages in the dark on the opening evening bringing a new experience for a number of the young drivers with the championship for 14-17 year-olds.

Meadows set the fifth fastest time of 23 junior drivers on stage two, just two seconds slower than Seb Perez (Nissan Micra) who set the pace.

But the 14-year-old dropped back in tricky conditions on Saturday night with the youngster left to rue a cautious approach in the wet.

"We started day one really well - I was pleased with the pace," said Meadows. "However I was way too cautious in the dark stages, so we dropped back down the leaderboard. I was a little disappointed although this year is meant to be all about learning and gaining experience.

"Overall results aren't everything – the best results can wait until next year."

Meadows began day two in determined fashion and together with co-driver Ian Oakey the duo were starting to climb up the leaderboard before disaster struck with the car not starting.

Despite assistance from parents and mechanics, Meadows' race was cut short.

He added: "It is unfortunate that the car broke down, however there are a lot of positives to take from the weekend and it's all part of the sport we are in. I'm just happy that we managed to do three-quarters of the event before the car broke down, and we got some decent mileage under our belts."

Meadows added that Sunday's showing gave him plenty of belief that he could mix it with the best in the championship, and he hopes to compete at the season-ending round at Blyton Circuit, organised by Clitheroe Motor Club, at the end of the month.

He added: "One of my main focuses for Sunday was my line – I made an effort to try and use as much of the circuit as possible in order to carry more speed throughout the stages.

"I set out to try and get my times as close to Seb's as possible.

"We are still not getting the absolute maximum out of the car yet and I am sure there are a few seconds we can find here and there, but it will all come with experience and time behind the wheel."

**Lancashire Telegraph**

**(Photos in right hand column : Duncan Littler)**





For those of us competing in Historic Road Rallying, the chance to do Hero/CRA's Rally of the Tests is considered by most to be the ultimate challenge. This year's event was going to live up to expectations with three solid days and three evenings, upwards 650 miles 27 Tests, 19 regularities and 3 Time Control sections, this year stretching from Buxton in Derbyshire down through Staffordshire, Shropshire, across into Wales, then finally back across the Severn to Bristol. As usual it attracted a healthy entry of over 90 Cars, ranging from a 1927 Frazer Nash Sports, to an Escort RS1600, via Porsche 911's, Alfa Giulietas, Triumph TR4's... in fact pretty much anything, (when did you ever see an E type with Knobbles on?) this certainly isn't a procession of Escorts (or Proton's for that matter). I was lucky enough to be asked to Navigate for Stephen Owens in his 1971 Mini Cooper S, we were running number 70 (oldest car being Car 1), in class 7 (Saloons 1962 - 1968 type) with 4 Cortina's and 3 other Minis.

The Navigation on the 'Tests' is always tricky and of late with Guy Woodcock and Anthony Preston running it, it has acquired a pretty frightening reputation. The work for us Navigators starts early with about 10 Maps to prepare, then 10 days before the start a mountain of paper work is couriered to your door. Test Diagrams, the full time schedule, the Tulip road book for the link sections (It's wise to plot it on the maps), plus three regularities to plot, it kept me busy.

With so much resting on this Stephen had been worried about the reliability of the Car and had asked me to run it about for the week before to see if I could shake out any problems. I think it was wise I did too as it had a bad misfire when I took it back, fortunately this was cured. But the Car certainly gave us a fright on the Thursday morning when the Battery went totally flat for no apparent reason. A frantic dash to buy and fit a new one meant we were already behind our schedule when we set off. Fortunately things came together Ok and we got to Buxton OK, calibrated the Brantz and got through Scrutineering OK. I then collected yet more paperwork with 5 more regularities, some of the TC sections and more of the Tulip Roadbook.

You feel like you have already done an event before you start. The Rally starts with the prologue, a short evening section of two regularities and a special test, the result from this sets the seeding for the first leg. A ceremonial start at the Winter Gardens (the atmosphere is simply fantastic) had us setting off at 18:20 and away across Buxton to the start of the first section, a Jogularity which we had already guessed would take us up the Goyt Valley, I felt almost on home ground up here having done it on the 2012, 061 Rally, so it went quite well to begin with, well that is until we came out at the south end on to the A537 and Hairpinned right on to the A94 I called the slot left on to the Yellow too late and we overshot, losing a lot of time as we tried to reverse against traffic. A fun but slippery special Test around the Buxton Raceway was next, then a another regularity, this time done in the descriptive style sometimes used in the 1950's (proceed north east to cross roads then in 100 yards turn right at DP etc etc). The route took us off the tarmac and down a rough Farm track around an impossible Hairpin and through a Farm yard, to an IRTC just before we rejoined the main road. As we came back on to the road, Car 69 the Porsche 911 of Crosby and Fish shot across the front of us... that wasn't right!. I was pretty confident we were right, but I'd decided we were down on time so we set off after the Porsche at a fair old lick down the narrow yellow, screeching into the final control about 10 seconds behind them. I felt pretty comfortable with this, it looked like we had probably beaten those two (Andy Fish used to navigate for me)... I was a bit horrified to find out that in truth we were 50 seconds early and they despite their wrong slot had made up the time and arrived bang on... they were also second overall and we were 57th!! hey ho. Still it was a long event.

Friday morning was an early start, Breakfast and then collecting 2 more regularities to plot, away 30 minutes later for the first proper leg.

CLASSIC RALLY ASSOCIATION

# RALLY OF THE TESTS

**BUXTON**

# 2014

**BRISTOL**



*Photo : Juicy Photography*



*Photo : Tony North*



## ***Rally of The Tests : Continued from Page 24***

The next regularity was in Jogularity form, which between us we had finally sorted out, just 4 seconds over three controls, it doesn't get much better. A fairly straight forward regularity on the Lanes above Bakewell (0 seconds at the first TC then 7 second late at the next) and on to Steve Perez's place near Chesterfield for two superb Tests around his grounds and Forest, RotT test penalties are based on class position, first taking 0 penalties, then 3, 5, 6, 7, 8 etc, we collected a respectable 6 and a 5 seconds. Straight into another regularity around the Ecclesbourne Valley. Two good TC's then a 36 seconds, due to a misjudged speed change. Two more Tests at the Darley Dale Race Circuit and Marchington Industrial estate, netting us 4th place on each. The Shropshire Union Jogularity was next East of Penkridge, (7 early, 23 late, 6 late) and then the excellent Weston Park Test, run twice once before the lunch halt and again after it, 4th and then 6th, Stephen was a bit cautious through the ford second time having early drowned us the first time!. A fairly long link section took us past Coalbrookdale and over the Severn near Iron Bridge. I'd already learned that the link sections on this event are just as tough as the competitive ones, they are generally timed at 30MPH and use every slippery slimy little road you could imagine, with secret checks to ensure you don't cheat. Staying close to your minute is far from easy and a navigational error will quickly escalate into a threat of going OTL. A Deelarity (descriptive navigation, paying frequent visits to Farmyards and Whites which aren't on the maps) around Shirlett went well for us a Zero then 8 seconds late. On through two cracking Tests in the large old Army and Navy Barracks near Ditton Priors. Things seemed to be going pretty well so far, but it started to unravel a bit on the Long Mynd regularity east of Church Stretton,. Tricky to plot and run in the dark, the first disaster happened when a big bump zero'd the trip, loosing my distance, then we fell foul of a Tee left. We could not see any road going left, just a track into a Farm, so carried on half a mile or more off route, before I decided it really was a Tee. Going back through it we did find the road, but it was strange in that it genuinely was two yellow roads stopping each side of a large Farmyard!! This screwed the whole regularity for us, because it was timed on distance from the start and I had lost that completely so we came out with nearly 4 minutes of penalties. The next one at Quabbs, was just as tricky, the plotting was done from one of Guy's fiddled maps, an old copy of the map with some roads taken out and all the spot heights moved, you have to use only roads on that map, avoiding ones only on yours!. The first slot was incredibly narrow and so filthy, Stephen almost refused to go up it... 'it can't be right!'... it IS ..GO... it was too, but plotting it, finding the roads and staying on time too, were all a bit much and we dropped quite a bit, partly due to being balked.

Right at the end there was a bit of a rumpus as a local had taken exception to lost Cars driving up her drive and was remonstrating with the Marshals. The resultant delay cost most of us a maximum (1 minute at any control). A short Coffee break and then it was into the Forest at Sarnau, firstly a quick regularity, timed at 29mph it was cleanable but you had to crack on, we cracked on a bit much and ended up 26 seconds early, then 8 late and dropped more to be 39 seconds down. Next up was the first of the events notorious 'Time Control' sections, for this think of a Road Rally packed into a route about 12 miles long with 18 Time controls and 12 Passage controls, all timed to the minute at 30mph. It's a tough test for the Driver, the Car and the Navigator as the route winds backwards and forward around the Forest and out on to the Lanes. It came as something of a shock to Stephen, who has mainly done steady regularity events, to be told just to drive as fast as he could.... on Road Tyres in a forest. He certainly got on with it though and we did pretty well dropping just seven minutes, (each minute is penalised 30 seconds so we actually dropped 3.30).

A twenty minute run down into the Metropole Hotel in Llandrindod Wells a very welcome visit to the Bar and an excellent meal rounded off a tiring but superb days rallying. Current standing 43rd overall and 4th in class, just inside the top half!.



*Photo : Tony North*



*Photo : Tony North*



*Photo : Tony North*

***Continued on Page 26***



Leg two was an all Welsh affair starting and finishing at the Metropole, first up was the Dulas Deelarity, this started very well with just 10 seconds dropped over two IRTC's, then a misread instruction had us turning left instead of right and almost arriving wrong direction at the third control, fortunately we got away with it and quickly got back on route to follow the Whyte sisters in the TR4 for a while until I picked it back up again, total of 1.15 over four controls wasn't too bad.

A trip into the famous Sweet Lamb complex for two excellent tests then over to Devils Bridge for a Coffee break and two superb Hill Climb tests at the Welsh activity centre at Pont... something or other..

A leisurely Lunch break near Aberystwth and then off into a Forest Regularity at Cyneiniog, (3 seconds late, 26 seconds late 6 seconds early) and out on to the high Moorland Road skirting Nant y Moch reservoir, where there was another cracking test around the bottom of the Dam. Back through Devils Bridge now to a Test in the Forest at Llanafan and straight out into a long regularity leading up through the southern part of the Forest and out south to Ystradmourig, (0,16,7,27,7 all late, it was tough to stay on time). A slippery Farm road test and another long winding Hill climb near Tregaron then it was out back on to the tops for the Twyi regularity over the infamous Abergwysn pass, clean at the first control, but dropping 43 seconds at the next. I fell foul of one of Guys tricks by missing a secret check on the Transport section, it was on a loop of the old road by passed by a new one. I'd looked for ages for these comparing the 1950's map with the modern one, but missed this one costing us two and half minutes. Another non existent road caught us out again in the Cynghordy regularity which was going OK up to that point. I knew there was road somewhere, but it wasn't through Farm yard we went into, it was 100 yards further on, another minute wasted. Stephen was starting to get a bit nervous of the Car now, we had been steadily losing Oil pressure, but apparently not losing Oil.... worrying.

After a short break at Llandovery it was off up the Road into the Epynt Ranges for the evenings Time Control section. This started disastrously, the roads just not matching the map at all, the NAM diagrams didn't help either and there were Cars stuck all over the place trying to drive on roads that didn't exist. We found ourselves behind the Whyte sisters again in the TR4 following them down what increasingly seemed like (to me at least if not too Seren & Elise) a blind alley. Turning back we found finally found the route but picked up 4 minutes penalty (a maximum), but at least we found all the controls. That is until we started the second TC section when an elusive passage control evaded us, after that it went sort of OK, but we came out of Epynt with 13 minutes of penalties, twice the amount we had accumulated all day it was a tough evening. The Beer back at the Metropole was most welcome that night!

The results in the morning showed we had held up reasonably well though 44th now and still 4th in class, though I felt 3rd and some silverware was certainly possible, Jon Edwards and Des Wood in a Cortina were just a minute in front having missed a control in Epynt. The Oil pressure was still a worry though. Leg 3 started with a quick blast around a Farm then a Jogularity (6 and 2) then back up on to Epynt for a couple more Tests and on to a Deelarity, the first instruction on the this was fork right at a green Salt box, then turn left at 3.11 miles. I found a suitable junction 3.11 miles from the start on the map with a fork off the road we were using about half a mile before it.. seemed easy enough. Except there was another fork right up a green track just a mile into the section.... with an Alfa and a Porsche struggling up it... we held our nerve and carried on, in worrying isolation. It was quite a relief when they finally came past us, but somewhat annoying later when they held us up and we dropped 20 seconds needlessly. Llanover regularity next 3 seconds late then a disappointing 27 early having missed a speed change somewhere.

**Photo : Tony North****Photo : Tony North****Photo : Tony North**



**Rally of The Tests : Continued from Page 26**

Caerwent was the next destination, the infamous old Ammunition dump near Newport, famed for its car breaking kerbs and confusing blind alleys around buildings. Two frantic Time Control sections saw us drop seven and half minutes but we got all the controls, the Cortina missed one and I think we edged into third in class... briefly!. On now to Chepstow Racecourse for a fantastic Test around the infield, Lunch and another Test in the car park. the last regularity of the event cost us 35 seconds, but then a killer at the end when I missed another secret check, so frustrating as I had plotted the right route, but relaxed after the last control thinking it was safe to take a slight shortcut on the Transport section. By now the Oil pressure was a nice round Zero and the Transmission was whining quite badly. We had to contend with Caerwent again with four long Tests. We took it fairly steady on the first three got the route right so just one more test to go, would we make it?.... did we make it?.... well I'm saying nothing except to say we are on the results sheet as finishers. 44th and 4th in Class. We did pick up some Silverwear, but only for having the best looking Car... even if it did have no Oil pressure. The evenings celebrations were brilliant and lasted well into the small hours. So that was Rally of the Tests 2014 all I can say is thank you Stephen it was just fantastic, bring on 2015 Sleafy Hall to Blackpool.

**Ian Mitchell : Clitheroe & DMC & Ilkley MC.**  
**Car 70 : Red Mini**

**Rally of The Tests Photos Courtesy of**  
**Juicy Rally Photography, ([www.juicyrally.co.uk](http://www.juicyrally.co.uk))**  
**Tony North**  
**Jez Turner**  
**& the odd one or two pinched from facebook**



*Photo : Tony North*



*Photo : Tony North*



*Photo : Tony North*



My wife said: 'Did you know butterflies only live for one day?'  
I said: 'That's a myth.'  
She said: 'No, it's definitely a butterfly.'

When I proposed marriage my girlfriend she said: "I love the simple things in life, but I don't want one of them for my husband"

If I'm ever feeling down I just type: 'Yo is the best' into Google.  
Then it responds: 'I think you mean: "You are the best"' and I feel much better

I used to live next to a farm and every time I passed the cows in the field I used to inexplicably shout abuse at them.  
Turns out I'm dairy intolerant.

I sold my guitar to a bloke with no arms recently.  
I asked him how he was going to manage.  
He replied, 'I'm going to play it by ear'."

A teacher asks her class "Can anyone tell me the name of Robin Hood's girlfriend?"  
Little Paddy raises his hand and says "Yes Miss, it's Trudy Glen."  
"No Paddy, the answer is Maid Marion."  
"But Miss, what about the song? Robin Hood, Robin Hood, riding Trudy Glen."

A wife is like a hand grenade.  
Remove the ring, and your house is gone.

When I was 12 I found a dominatrix porn mag on a train, I took it home and put it under my bed.  
My parents found it, but they never spanked me again



# AGAINST ALL ODDS

After 3 months hard graft re-commissioning a mk1 Consul Cortina it was nearly time for the start of The Rally of The Tests. The Lotus motor just built by Waddy sounded great when it ran (ye when it ran) The motor was finick young Ayrton towed me round Benthams in the early hours. I had to have the car at Paul Gardeners for the morning. The spark was good Fuel was present and the Timing set right we had checked it so many times. The car had done 80 miles yesterday without problem so why would it not run. We called it a day and the car arrived at Pauls on a Truck. I was told to go back to basics throw the electronics away and put the points back, This done with a wiring mod and timing set under the watchful eye and guidance of Paul. He said it would start (ye right I thought to myself) First turn of the key she fired up and ran like she should we had tried points previously with intermittent success and problems restarting. Paul Gave it is magic touch getting the jetting right and it was sorted.

We (Brother Peter and myself) still had many jobs to do but all went well and Peter even managed some polish to finish at 9pm. The following morning (young pup) Andy Pullan arrived with marked up maps dressed in tweeds with dinner suit in hand and off we went to Buxton. On Arrival Andy got stuck into the Navigation while I attended to noise and scrutineering. Fitting the metal rally plates was a challenge, Then back to the hotel for Andy so we could set the trip to the measured mile.

## The Prologue

Of we went two regularities and a blast round Buxton Raceway. We had a bad start. The Lotus Motor started to play up and stalled at every opportunity. I was more interested in the engine than listening to Andy. I drove too fast then to slow then went up the wrong road so I was looking to get stabbed with a sharp pencil if I didn't sort myself out. Just before the race way the spot lights went out another disaster another minute of penalties.

We ended back at the hotel the wrong end of a 90+ entry way down the class with a sick motor and an unhappy Navigator. I had a talk to engine technical support on the phone i.e. Waddy. The consensus was over fuelling and maybe a fiddle with the carbs was in order as the regulator did not seem to adjust.

## Day2 Rally

After a good breakfast I checked out the car all vital signs were good. I fixed the spots and fiddled with the regulator gave it a tap wound it in and out a couple of times see if I could get anything apart from zero or 10 psi on the gauge off we went. The engine dropped onto 3 cylinders on the run out and would not come back on song. I stopped for a quick check but Andy wanted to push on, So 3 cylinders it was!

On arrival at the time control I checked the ignition and changed the offending spark plug. We arrived at the first test Steve's Place. It was time to hit the gas. Off we went with gusto up to the big house engine singing along. I was careful but sideways on the oval round the fountain. The engine got hot and spewed out steam we finished the test a broken fan wire was the culprit but it repaired with some choc block. The second test through the woods started well. Then I got crossed up on the hairpin and dropped a couple of seconds. I gave the engine what for as we climbed the hill side then she spluttered to a stand still. I tried the backup pump then jumped out to check fuel and ignition nothing was found. I jumped back in and she fired up and off we went a further 50 yards then stopped again. The dizzy cap dislodged probably me in my early haste. I changed the sheared rota arm and off we went missing morning coffee trying to get back on time. Pushing on down the neutral the engine started to misfire.

*Continued on Page 29*



*Photo : Juicy Photography*



*Photo : Jez Turner*



*Rally of The Tests Photos Courtesy of  
Juicy Rally Photography,  
([www.juicyrally.co.uk](http://www.juicyrally.co.uk))  
Tony North  
Jez Turner  
& the odd one pinched from facebook*



## **Against All Odds : Continued from Page 28**

The penny dropped fuel starvation so the regulator fiddle and adjustment must have worked all be it to well. The regulator was given half a turn to release more fuel and we proceeded. Tests on MOD land the going was very slippery with hidden kerbs but great fun but we were going well As on many of the scenic regularity sections the public came out in force to give us a wave. I was getting good at this by my standards

Andy keeping me within seconds of the target time.

Weston Park for lunch after a blast round the grounds and through the water splash. Scene of many past RAC Rallies. I even had spectators congratulating me on my efforts on the first run. A second run round Weston Park was fun probably too much fun. We were only a second up on the previous time. The rally circus snaked its way toward Wales on narrow lanes and thru small hamlets. As night time fell after a long day Welsh woodland beckoned tired crews. This was my time I love forestry in the dark I lit up the wheels of the Cortina. Andy calling perfect instructions as we flowed through corners on wrong lock, it was bliss. We caught our minute man which spoilt the flow and cost time. I pushed him on the adrenalin pumping I wanting to go faster and get back on my pace. We finally passed him. The Engine Barked at 7000 + the Echo in the woods spurred me on. What an experience but very slippery the knobbly tyres fully clogged with forestry having very little grip as we slid through the corners. I stalled at a passage check again costing time as we tried to get her going. What a Rally it felt like I had done 3 Tarmac Forest and Classic all in one Day

As the results came in we were on the move up the results. Up to 32<sup>nd</sup> overall and 2<sup>nd</sup> in class and tomorrows another Day and one of my favourites Sweet Lamb to come. I checked the axle with the mechanics and changed the rear wheels. Fresh tyres ready for the day ahead. I Missed dinner and opted for a hot bath to bring me back down to earth. 2 ginger biscuits and early to bed

### **Day 3**

A beautiful day beckoned dressed in tweeds with supporting deerstalker I felt quite the period gent.

A scenic run around the Welsh lanes with a multitude of navigational instruction and speed changes how present is this. Then disaster accelerating from a left junction I heard a tooth give way on second gear. I was in total denial and pretended I did not hear it. We tried to carry on

The broken parts soon chewed up other components in the gearbox and we had to pull over in a farm entrance and called for rescue. I phoned a friend and my brother to see if I could organise a gearbox pickup and delivery from Yorkshire to the hotel in Wales. Mechanical support Rescue arrived and towed us out of the scenic lanes into town where we were left at a garage to our own devices. Great I thought what now? I tried the garage to see if some help could be arranged. A quick ride with the garage proprietor saw me at a workshop. Unfortunately the chap was away for the weekend Back at the garage a car dealer had just done a deal on a car and was on a test drive. His empty trailer parked behind is 4x4 down the road teasing me An opportunity not to be missed. On his return I was waiting wallet in hand A deal was done the Cortina loaded and a 28 mile journey saw us back at the hotel.

The spare gearbox was being picked up. I booked B&B for the guys Andy checked for best routing for their journey. I made a start on gearbox removal in the car park using the gazebo the mechanical support had left in place for the rush of Rally Cars expected later. The car jacked up I dropped the front wheels in my spare wheels to get some height. I removed all but 2 bolts ready for gearbox removal. On their return the Mechanical team had the box bell housing and cross member removed within minutes The gearbox arrived and was changed but unfortunately too late. The road rally sections on the classic Epynt ranges in the dark were taking their toll Crews arriving back with stories of woe and all sorts of problems. The Gearbox was changed and I went for a test. Issues with the gear change and no reverse gear. Not good when you consider the money spent having it checked and rebuilt by a so called reputable company

**Continued on Page 30**



*Photo : Juicy Photography*



*Photo : Tony North*



*Photo : Tony North*



**Rally of The Tests**  
**Against All Odds**  
**Continued from Page 29**

We enjoyed the social side of the rally that evening with a good dinner some lively chat and a few drinks with a view to a fresh start in the morning. Reverse seeding saw us out on the road early. We had a great first test on a farm section. Then we came unstuck on navigation due to the trip meter being out of calibration. The gearbox had a different ratio gear on the Speedo drive. Andy did some Re-cals on the hop to minimise further penalties on the regularity sections. A trip to Epynt for more serious rallying then Morning Tea and Scones,

This classic rally larks not to bad after all

After a second cup we made tracks to another rally venue Caerwent

Wow Iv never seen so many junctions and 90s ! I tried to keep it tidy Andy's calls were spot on.

Three sections on the bounce I was knackered but buzzing the car was going well.

Chepstow Races next more fun on the loose. We had a reverse section but without reverse gear. The plan was for Andy to get out and push the car backwards across a line. This went really well until dummy here turned in the wrong direction on exit. Andy had to get out and push again. I was well pissed off with myself

Lunch at the Race course then a quick spin around the car park. Then back to Caerwent for another rally

This was superb but the end was near. A quite run down to Bristol saw us at the Finish. What else can I say?

THE RALLY OF THE TESTS ! A Three Day Rally Circus were the Merrygoround never stops. I made some great friends and enjoyed the challenge. A big big thanks to all who helped. A cast of thousands well not quite!

At The Prize Giving Dinner we were awarded **THE AGAINST ALL ODDS TROPHY**

Next year . . . . . Newcastle to Blackpool (Any Takers) you only live once

***Ticker (Dave Whittaker) & young pup Pullan (Andy Pullan) Car 32 Clitheroe & DMC***

## **Barrowford co-driver seals fifth place in Championship finale alongside ace Elfyn Evans**

EAST Lancashire co-driver Daniel Barritt helped steer Elfyn Evans to a top five finish in Rally GB as the duo ended seventh in the final Championship standings.

Barritt, from Barrowford, has proved invaluable for Evans with his experience helping the young Welshman to a string of impressive performances culminating in a fine performance in Wales.

Evans said: "I think we would have taken fifth place at the start of the event for sure. We knew before the rally started that even bettering our result from last year would have been a good achievement given the depth of the entry. To come away in fifth is strong and I think we've managed to show some good speed along the way.

"All in all it's been a good weekend and a good way to finish off the year. I can't wait to start next season now. We've got a lot more experience and I'm looking forward to what I hope will be another successful season at this level." Evans' team-mate Mikko Hirvonen impressed in finishing second in his final rally before retirement behind winner Sebastien Ogier. And Evans paid tribute to the flying Finn.

"I want to wish Mikko all the best," he said. "I really couldn't have wished for a better team mate this year. He and Jarmo (Lehtinen, co-driver) have been so willing to share their experience over the year and if I can achieve anything like his CV at the end of my career then I would be very proud indeed. It was great to see him end such an influential career with such a positive result and I know that the whole team will really miss him and Jarmo next year." Evans took the demanding Welsh stages in his stride. Leaving any pressure of a home event outside of the cockpit, the youngster focused on his own rally and his own ambitions. He upped his pace considerably throughout the weekend to produce what has been one of his best performances on gravel. Securing a joint second fastest time through the second pass of Kinmel Park (SS21), the youngster was reigning in fourth-placed man Thierry Neuville. Despite having to settle for fifth, Evans goes into 2015 with his confidence high – ready to show more of his true potential. And his team principal Malcolm Wilson echoed those thoughts. He said: "Elfyn has had a really good weekend too. He did exactly what was asked of him and came away with a strong fifth place. He didn't let the pressure of being at home get to him at all and showed some really encouraging speed along the way.

"I think it's fair to say that this has been one of his best performances on gravel and we're all looking forward to seeing what he can do with a year of experience under his belt."



***Daniel Barritt and Elfyn Evans on  
their way to fifth place in Rally GB,  
the final round of the WRC season***



# Two Dutchmen Flying



**TRIALS DRIVERS' CLUB LIMITED**  
**[www.tdcireland.com](http://www.tdcireland.com)**  
**IRISH CLASSIC RETRO**  
**24th to the 26th April 2015**



Fred Bent reports strong interest in next year's Irish Classic Retro, with our Dutch friends keen to return to Ireland after their successful visit during the 2010 Rally of the Tests.

Next year's event which takes place from the 24th to the 26th April will have a wide ranging appeal caters for all Vintagists. The main rally will be contested with Regularities, Tests and Special Tests, with an optional night time section.

"In an unusual move the club has decided to run the night time section as a separate event dedicated to the memory of Vincent Fagan a former stalwart and much loved member of club who passed away last year. The Vin as he was known would have appreciated that the replica for The Vincent Fagan Memorial Trophy is in fact a case of vin". Over the years the Vintagists have enjoyed participation in many Irish events and Fred promises a smooth route suitable for all these special cars, hence the decision to run the night time section as a separate event.

The headquarters for the event is the newly refurbished four star Newpark Hotel in Kilkenny, many of you will remember this popular hotel from former Irish Retro Rallies. This year the hotel are offering an exceptional all inclusive set package for three night bed and breakfast and ticket to the Prize Giving Dinner on the final night for 190 euro. Nutt Travel are also coming on board with special Cross Channel rates – please contact them on 44 2870351199 or visit their website <http://www.nutttravel.com>.

Not sure where to start, but here we go. It all started 5 months ago when 2 friends sat in a pub having a beer, talking about the silly pace of life and the sheer amount of work we tackle every day. The real importance is family and friends, but that's easy to forget when we are running to the next meeting, write that one more email, catching that plane before the gate closes...

The one thing that touched us most is that some of our family and friends are having a much tougher time. Than we asked the question "how can we do something to help and raise money for Cancer Research UK", but while doing something that scares us and is fun at the same time. Why not a classic car rally, why not do the most challenging historic rally in Europe! A quick interweb research revealed the LeJog rally from Land's End to John O'Groats is the toughest one! 1550 miles in December over 4 days over treacherous roads, in harsh winter conditions, driving throughout the night, pushing cars over 40 year old to the limit... It sounds crazy, but it's perfect...

The weapon of choice had to be a Volvo Amazon from the 1960's. We both have a fondness for this classic Swede. My grandfather used to own one in the sixties and Pieter is an all round Volvo nut! We found a great car that was used on a film set at Pinewood studios in London. Just fresh from being used in a 60's gangster movie with Daniel Craig! It's a standard car, but solid and perfect as a 2 door late model Amazon 131.

Known throughout the world as a proven rally car. We spent 2 months trying to understand what's needed to convert it to a safe but competent rally vehicle. We sourced all the rally equipment from across Holland, Belgium, and the UK. We met lots of great people who supported us obtaining all the parts we needed.

On the 4th October we competed in the first historic rally at Throckmorton organised by the amazingly professional HERO Events company. See pictures Top Left A great bunch of people, who could have not been more friendly and supportive. We didn't score very high at all, but learned an enormous amount, and most importantly finished the race and challenges!

The next step is the main event itself, the 2014 expert level LeJog rally, starting at Land's End on the 6th December. We are both scared, and feeling we have bitten off more than we can chew, but we can't wait. We will keep you informed of our progress...

One thing we would like to ask you if you can help with a small donation at our Just Giving web page for the great charity that is "Cancer Research UK". We all know what great work they do throughout the world. Even if you think we are just two nut heads, do it for the cause! The link is; <https://www.justgiving.com/twoflyingdutchmen/>

I would like to do a special thank you to the key people who have supported us to get here;

Ian at Classic Car Restorations in Bristol

David Smith from Maulden Garages

Arjan from Evolution parts in Holland

Rob and Emma from [amazoncars.co.uk](http://amazoncars.co.uk)

Bas from [Veterancar.nl](http://Veterancar.nl)

Peter Nedin from HERO

Kev Haworth from HERO

Joseph Diks

And our very understanding families..

# Northern Karting Federation Championship, Round 7 Fulbeck Karting Circuit, Lincolnshire 26<sup>th</sup> October 2014

Archie Swinscoe (10 years old) from Withnell in Lancashire travelled over the Pennines on 26<sup>th</sup> October to compete in the 7<sup>th</sup> and final Round of the Northern Karting Federation (NKF) Championship at Fulbeck Karting Circuit in Lincolnshire

This round was set to be the championship decider, with Archie starting the meeting with a 9 point advantage over second placed 12-year-old Riley Banks. All Archie needed to do to secure championship victory was to finish first or second in all three heats and the final.

On race day Archie drove very calmly, and took 1<sup>st</sup>, 7<sup>th</sup> and 1<sup>st</sup> in the three heats. He led the final up until the last corner, when he took the very mature decision to wave his friend, Kai Hunter, through to take the chequered flag, which allowed Kai to secure his first win of the year and 3<sup>rd</sup> in the championship.

After securing 3 first places, 3 second places and 1 third place in the seven rounds of the championship, Archie has been confirmed as the Northern Karting Federation Honda Cadet Champion of 2014, and goes to collect his prize and trophy at the Kartmania exhibition at Silverstone Racing Circuit on 30<sup>th</sup> November.

Winning the NKF championship has made this a great year for Archie's karting, and he has also made great leaps in his performance thanks to both this and the Super One competition experience. Archie would like to say a huge "thank you" to his sponsors for their support in 2014, and hopes that they will join him for another adventure in 2015!



Karting with Holy Socks® 2014

## Galloway Hills Stages Rally Sunday 26<sup>th</sup> October

Jock Armstrong and Paula Swinscoe finally managed their first win of the 2014 Scottish Rally Championship on the Galloway Hills Rally and in doing so secured an excellent 3<sup>rd</sup> overall in the championship on their first season together.

Castle Douglas driver Jock Armstrong and his co-driver, Paula Swinscoe (C&DMC), from Withnell in Lancashire, went into the final round of the championship equal on points to Mike Faulkner in his Mitsubishi Evo 9, but unless they could finish ahead of him they would have been relegated to 4<sup>th</sup> in the SRC.

The Galloway Hills Rally was a reserve round of the Scottish Rally Championship, but with the Jim Clark Reivers Rally having been cancelled in May, it was back on the calendar. Sponsored by the Armstrong family from Castle Douglas, Jock had won the event on 6 previous occasions, and so the pressure for a good result was really on.

Running at car 1, the crew were equal fastest on the first stage with David Weston Jr and Kirsty Riddick in their Subaru Impreza WRC car, but dropped 6 seconds to Weston on stage 2. "That was entirely my fault," said Armstrong, "there was a bit of a delay at the start of the second stage and I just went off the boil. When Paula counted down 5,4,3,2,1 – I was still in neutral!"

Weston opened up the gap by another 9 seconds on the next two stages, but the 5<sup>th</sup> stage was the Super Special and Armstrong took 6 seconds back from the leading crew, leaving them with a 9 seconds gap going into the final 7 mile Dalbeattie stage.

Dalbeattie is a technical and tricky stage with the rain and autumn leaves adding to the challenge, but Armstrong mastered it, saying "I was on the button in that one". Weston, however, had spun over a crest and had become wedged in a ditch, only being able to get back on the road thanks to the spectators and dropping 3 minutes in the process, falling down the leaderboard to 8<sup>th</sup> in the process.

With this win, the crew take 3<sup>rd</sup> overall in the Scottish Rally Championship behind Euan Thorburn and David Bogie.

Thanks to Team TEG Sport and JoeDrive for keeping the car running faultlessly all day, and indeed all season, and as always, to all our sponsors.



### Final Results

1 Jock Armstrong / Paula Swinscoe	
Subaru Impreza	46:43
2 David Bogie / Kevin Rae	
Ford Fiesta R5	47:21
6 Desi Henry / Damien Duffin	
Mitsubishi Lancer Evo 9	48:10





## BEST YET FOR LYNCH AT CROFT

Wigan racer Tony Lynch enjoyed his best weekend of the season when the BTRDA Rallycross Championship headed for Croft for the latest round of the year.

Westhoughton-based Tony made the trip across the Pennines eager to see what impact the latest revisions to his Lucas Oil Team Geriatric MINI Cooper S would have on his on-track performance in the competitive Super Modified class.

With more power under the bonnet and improvements made to the already impressive handling of the car, Tony headed into race day in optimistic mood and it was clear from the outset that the MINI had been transformed compared to its last race outing back in August.

With a damp track making conditions tricky, Tony secured his best qualifying result of the year so far - taking two top three finishes in the three heats to earn a place on the front row of the grid for the Final.

A blistering start saw Tony move into the lead of the race before an incident elsewhere saw the red flag go out, with the cars then lining up again on the grid for a restart.

Caught in the hustle and bustle in the pack, Tony slipped to fifth spot on the opening lap but fought back to cross the line in fourth place.

The first car home amongst those drivers running cars in the 2100cc + Class, Tony now heads the championship standings and sits second amongst the entire Super Modified field.

Despite missing the opening round, he also lies fifth in the overall Clubmans Rallycross Championship, which encompasses drivers from every class.

"The additional power we managed to find from the engine and the revisions to the handling meant the car was transformed this weekend," Tony said. "We made massive progress, and while the conditions helped to level the playing field a bit, the performance on track was by far the most competitive we have had this season.

"To qualify on the front row for the first time and to produce such a strong showing in the final is really encouraging and shows we are on the right track - especially as we are still only scratching the surface when it comes to the performance of the car.

"The boys have done a fantastic job in recent months on the car and it's reflected in the fact that we now find ourselves right in contention at the top of the points despite missing the first round. That isn't something we expected when we made the move into the Super Modified class and I think we are doing a good job to be punching above our weight with a car that we are still working hard to develop.

"While the car was performing the best it ever has on the new AVO shock absorbers and it handled like a dream, that is something we are looking to refine even more. There is also more power to come from the engine and some weight to come out of the car, so hopefully we can improve again when we go to Blyton for the final round of the year."

**Tony Lynch : Wigan & DMC**





# The Barbara Carter Memorial Rally

## 8/9 November



PIDGEON POST

**Exmouth MC's Barbara Carter Memorial Rally is always a long, twisty, wet, tough event.  
And this year was no exception!**

As usual the rally base was at Cara's Diner, Greendale Business Park just outside of Exeter. With a small but strong field of 25 cars there was plenty of time to get through noise, scrutineering and signing on so it was all very relaxed at the start. 2 Hours to plot the route according to the time card so I was a little nervous to what organiser Pete Barnard had in stall for us all!

21:30 soon came and crews were picking up their route, some choosing to stay in the cafe in the warm while others did it out of sight in their cars. A lot of the first half was very tight to plot with several points in the same grid square, the rubber was used a lot! But finishing in 70 minutes gave us some time to relax before the start and warm up a little in the cafe.

23:30 and car 1 was waiting to head into the lanes at MTC1 which was at the back of the business park, no run out what so ever! Out of the start and down to the B3180 before slotting into Nigel Mansel's golf course. Following the white around the back towards 'Barry's Farm'. ITC2 was hidden on the white and we had only dropped 10 seconds so I was happy with that! Down to Barry's farm which was brilliant, wide enough on the hairpins to swing the back around but still tight in places to slow you down, always a popular little spot with competitors as well as spectators! Back towards the entrance of the golf course and down a couple whites before RFTC3 back on the B3180. Already down a couple cars by this point with navigator illness in car 22 and car 25 heading off on their own route. Several crews also picked up costly error's not getting the first PC signed, even local crew Adrian Beer & Nathan Coles in car 1. Tim Owen & Jake Ramsden (106) were quickest through the first section dropping 03.19 with Dave & Ross Whittock (Rover 25) close behind on 03.25. Third at this point were David Thorpe & Andrew Lowe in the newly built 106 with a time of 03.51. No class 1's in the top 3... Quickest class 1 was Phil Harris & Liam Burns in the borrowed Nissan Micra dropping 03.55. Second were fellow South Hams MC members Kevin Wills & Richard Brooks (Peugeot 206) with 04:08, over a minute ahead of third in class runners Scott Jones & Chris Perry (MG ZR) dropping 05.41. Class 3 was being lead by Gareth Andrews & Luke Quinnell (Proton Compact) dropping 07.39, quite a way ahead of local crew Tom Pile & Kevin McCarron (Fiesta) on 11.39. Jon Issac & Darren Stevens (Sirion) were one of the crews to pick up an early penalty on PC1, they were third in class on 13.04.

A run up the B3179 took the crews through Woodbury before TC4 which lead straight down another white and slotting left at the farm, not right... Car 11, Peter Stimson & Dion Casey heading down the wrong white and getting very stuck in their Sierra XR4x4. A disappointing early end for the local crew! A little loop around Woodmanton before TC5 on the edge of Exmouth. Back up across the B3180 and onto Lymptone Common, slot 90 right and back down to the main road to TC6. Up over East Budleigh Common to a couple of diagrams (there were a lot all night! 4 pages with 8 on each page) at PC11 & 12. PC12 was a large triangle with tall ferns on, the diagram read 30 right, slot 90 left. GW right, slot 90 right, GW left. But on first attempt we only found the first 90 left and ended up heading down the wrong road. So turning around and doing it slower showed us a small track in the middle of the triangle with a codeboard stuck deep in the hedge opposite, definitely one for the locals! Along past Yettington towards East Budleigh before slotting right down a couple long whites and into TC7.

Only 3 crews cleaned the section, Adrian Beer & Nathan Coles (Cordoba), Mike Burrows & Peter Blackett (Puma) and the class 3 crew Lucas Redwood & Rob Newall (Mk2 Escort). The top 5 were still in the same order with Burrows/Blackett taking over the third spot in class 1 with a total time of 06.20. Redwood/Newall had moved up to second in class 3, still 05.12 adrift of Andrews/Quinnell.

Through East Budleigh and to RSTC8 which was round the back of Bicton College. Up to another diagram with a very tight hairpin right on a triangle then up to another 2 which were some slalom's through the trees. Slot onto the white triangle on the edge of Colaton Raleigh Common which includes 2 fords. Back on the black stuff and past Kingston before getting the ITC9 which had a slight re-route. It cut a section of whites and took us straight up to the next TC so we had plenty of time to look at it and make our way there. Another crew lost on this section, Harris/Burns snapped the rear drop links on the axle causing them to retire.

Quickest through here were Beer/Coles dropping 01.28 with Redwood/Newall only 1 second behind! Owen/Ramsden still had the lead dropping 06.07 in total with Thorpe/Lowe moving up to second 45 seconds behind. Whittock/Whittock were down to third on 07.01 and rounding off the Semi-Expert class. Burrows/Blackett had moved up to first in class 1 on 08.26 with Jonas/Perry in seconds on 10.22. Wills/Brooks were still fighting for the top just 3 seconds behind in third. Class 3 was still lead by Andrews/Quinnell on 11.36 but Redwood/Newall were closing the gap, now down to 04.44. Pile/McCarron were in third on 20.09.

A little run out along the A3052 through Newton Poppleford before TC13 which was behind the Bowd Inn above Sidmouth. Up to the end of East Hill Strips with a diagram in the car park and then back down some fast open roads to Sidford. Through Sidbury and up around the back of the Manor house towards East Hill Strips again. A triangle at PC29 caught out car 10, Daniel Richards & Daniel Pidgeon (Mk2 Escort), getting stuck in the newly built triangle. Unfortunately car 15, Paul Prance & Derek Drayton (Rover BRM) got stuck in the same place completely blocking the triangle. Loose stones caused both cars to just dig holes and cost the crews just under 45 minutes and Richards/Pidgeon's clutch.

Along East Hill Strips above Ottery St Mary which included 3 diagrams and then into ITC15. Crews headed towards Putts Corner before slotting hairpin left towards Alfington. One more diagram and then into RFTC16. Jonas/Perry were quickest dropping 01.36 with Owen/Ramsden only 3 seconds behind and first timers Simon Heywood & Sam Treleven another second on from that.

**Continued on Page 35**



### ***Barbara Carter Memorial Rally : Continued from Page 34***

This section also lost Wills/Brooks and Ian Orford & Bob Jones with clutch issues. This changed the top 3 moving Whittock/Whittock up to second and Burrows/Blackett up into third overall. The comeback in class 3 was down to 02.37 between Andrews/Quinnell and Redwood/Newall.

Under the Iron Bridge and along the old A30 before heading up past the Bartletts Farm Shop towards the top of Gittisham and TC17. A tight hairpin around a large triangle and then onto the A375. Slot 90 right up a white around the back of Honiton and up past the back of Manor House school before doubling back to Honiton golf course. Along Offwell Common through TC19 before slotting left down into the valley and back up to the A35 on the other side. Down to Cotleigh and back to a couple triangles including one at the end of the woodyard white. Crews then headed along a fast section through the avenue of trees and down to a ford followed by a tight 90 right with a ditch on the outside and up past royal oak to the 7 mile straight.

Down through Shortmoor with another couple diagrams and down to a sharp food followed by a 90 left, hit it quick and it could of ended badly. Down to the back of Stockland and back up around the back of Millhaynes where a double junction was used, if plotted correctly! Around the bottom of Shore Bottom and through Ham for RFTC23. A very long section with several triangles and PC included with both fast and tight sections. Thorpe/Lowe were quickest only dropping 01.36, 24 seconds in front of Alan Frame & Shaun Layland (Corsa) and 51 seconds ahead of the leaders Owen/Ramsden. Thorpe/Lowe were back up into the top 3 with a total of 17.35. Jonas/Perry took over the lead in class 1 with Burrows/Blackett picking up a costly penalty at PC44. The class 3 battle was getting tighter with Redwood/Newall now only 01.16 behind Andrews/Quinnell.

Crews headed along the 7 mile straight before heading down to Wilmington for TC24. Through a tight section and then up to Northleigh before skirting Knowle Hill where another couple diagrams were waiting. Following the river Coly down the valley to the edge of Colyton to another diagram and then up to TC26 with had another diagram, if the crews hadn't had enough. A small run out from here to Petrol which was at the top of Seaton. Marcus Revington & Stacey Clifford (Triumph TR5) were still going, not following the correct route as such (and outside OTL) but after only doing a couple treasure hunts in the past they were still smiling and having a good night!

Back through Colyton after petrol to TC27, up to the top of Parenhayne Hill and doubling back to Watchcombe. Hairpin left back under the railway line and up to TC29 just before the A35 near Shute.

The route then followed the A35 to Kilmington where the remaining crews slotted left, following the River Yarty around the back of Dalwood. Another diagram, this one just after a large triangle (viable on the map) with an approach dictating which was to come into the diagram. Over Case Bridge and slot left through a tight twisty section. Up to Webble Green and down past what was Longbridge Inn, a deceptive bridge at the bottom on the fast road would have thrown some crews in the air before heading up the hill towards Stockland. Slot hairpin right towards Yarcombe and slotting left. Through a series of 90's and along the base of Rower and up to RFTC32 just before re-visiting the 7 mile straight.

Down onto the A30 and to another visible triangle on the map, again the approach when plotting giving the correct route to get the PC, a tight slot hairpin off the A30. Along the fast roads to the top of Monkton before dropping down through Blue Bell woods to TC33 back before the A30. Straight across and up to Humpton Hill. A small quite section took crews through Hillside and up to Shelvin White which claimed Redwood/Newall, catching the ditch on the inside of the 90 right and bending the steering arm a little too much to carry on. Remaining crews headed back down to the main road at Langford and into TC34.

Pile/McCarron went OTL in this section, another crew on the DNF list! Beer/Coles were quickest dropping just 01.10. Owen/Ramsden were still out in front with a time of 12.35, second were Jonas/Perry with 19.27 and in third were Whittock/Whittock on 23.57. With Redwood/Newall and Pile/McCarron dropping out, Exmouth MC crew Steve Pearce & Kevin Clarke (Corsa) moved up to 2nd in class with a total time of 52.59 and Jon Issac & Darren Stevens (Sirion) 16 seconds behind on 53.15.

A long neutral took crews up towards Dunkeswell before slotting left and up to Sheldon White, back around the woods towards Kerswell and then north up to another diagram at PC71 to check crews were still awake (not all were!). Another diagram at TC37 before crossing the A373 and looping back to Dulford and heading south to TC38. Beer/Coles were back in the swing of things cleaning the section with 4 crews dropping just 1 minute.

One final section starting at Colestocks and down over the railway to a large double triangle at Beacon cross, yet another one decided by the approach during plotting. Through Larkbeare and down to TC40 next to the A30 bridge south of Wimple.

And that was it! A run back to the start after a massively challenging rally for all! Pile/McCarron and Revington/Clifford finished the route, unfortunately outside of OTL and Stimpson/Casey took over from closing car duty after being recovered from the early white. Also Prance/Drayton managed to get back in front of OTL and got a finish after getting stuck on the triangle, so it wasn't completely over for some! I think everyone at breakfast had felt like they had done a enduro, but everyone was smiling!

Congratulations to Tim Owen & Jake Ramsden on their first win, to win by almost 5 minutes as well! Full results can be found [here](#). Also well done to Exmouth MC! A very small team putting on a very tough and challenging route for the competing crews. Thanks to all the Marshal's who stood out in the freezing conditions to let everyone play! Some were seen 3 or 4 times so thanks for the effort! Thank you from me to Daniel Richards for making the 430 mile round trip from West Wales to Devon, just a shame we got stuck halfway through the first half.

***Daniel Pidgeon, Nav – Car 10, Ford Escort Mk2 (DNF)***  
***(British Road Rallying [www.britishroadrallying.com](http://www.britishroadrallying.com))***

# Powys Lanes

The Powys Lanes 2014, a well organised event based on a great route taking in some of the best lanes in South Powys. All passage controls were manned with only 1 exception which was replaced by a code board. All controls were clearly laid out with control boards visible in good time ahead of all controls including the route checks. The lanes were very wet and slippery, muddy in places although there was very little rain during the night as well as a bit of fog, but thankfully not too bad. The 3M diagram controls were tight enough to slow us down but not so tight as to interrupt the the flow. The whites were all great fun and very drivable.

The first competitive section was a long one (I think about 25 miles but without map or route cards with me I'm not sure). It started NE of Aberedw, turning right through

Court Farm and followed the Edw valley past Gregina to Hundred House. Straight across the A481 to Llan-santffraed in Elwel to route check on a triangle before slotting into a farm yard to the PC. Then it was on to the first spectator point slot hairpin right (where Jamie entertained the crowds with a 'Scandinavian flick after passing Mike Jones & Robin Moses in the Green Peugeot 306). Then it was on to Bettws just west of Franksbridge and a slippery white. Straight forward run then through to Landegley via The Bwlchau, slot hairpin right at Brynthomas and hairpin left throughout a narrow gate at Bwlch Y Cefn.

A transport section took us to New Radnor for a series of shorter sections before Petrol at Clyro. The first section took us south of New Radnor through Yardro to the B4594. The next section was through Colva with an unmanned PC that had been replaced with a code board, a bit off plot as I guess the course car had found it unmanned. There were a couple of more sections on Brilley Mountain before petrol.

## Results at Petrol:

1st – Irfon Richards & Michael Gilbey, Ford Escort – 0:02.47

2nd – Ian 'Dude' Roberts & Gwawr Hughes, Volkswagen Golf GTi – 0:02.50

3rd – Mark 'GT' Roberts & Dylan Jenkins, Volkswagen Golf GTi – 0:03.15

4th – Lewis Morgan & Max Freeman, Peugeot 205 – 0:03.18

5th – Andy Davies & Lee Taylor, Subaru Impreza – 0:03.35

Class 2, 1st – Jamie Jones & Jonathan Kennedy, Subaru Impreza – 0:06.00

Class 3, 1st – Clive Jones & Dion Bee, Subaru Impreza – 0:07.44

After petrol we went through Hay on Wye for a loop skirting around Llanigon which was very wet and slippery to finish NE of Glasbury. The next section took us around Boughrood to Llanstephan, finishing with a long triangle and tight hairpin left. A short non comp took us to the start of the next section on the B4567 NW of Erwood. This took us through Llandeilo Graban to finish near Llanbedre for a non comp through Paiscastle with the next section taking us around to join the B4594 for a non comp down the Sunny Bank hairpins and across the A470 to the start of the next section on The Twmpath. This took us towards Gwenddwr, slotting right at Fron Farm before a slot hairpin right which looked like it was taking us back to the start of the section. But a slot left and follow arrows at Cefn Hir-waun took us across to Little Hill via a farm track marked only as a footpath on the map. From there it was a straight forward run through to Dollynwydd, a very difficult lane to read off the map and with a couple of 3M controls to keep us awake. A short run SW on the B4520 took us to the edge of the famous Epynt Ranges for a final dash through Maesmynis to finish SW of Builth Wells.

**Clive Jones, Driver**  
**Car 64, Subaru Impreza**  
**(9th Overall and 1st Novice)**



**Photo by Sonya Jones Rally Photography,**  
**[www.facebook.com/s.jones.rallyphotography](http://www.facebook.com/s.jones.rallyphotography)**

A child asked his father, "How were people born?"

So his father said, "Adam and Eve made babies, then their babies became adults and made babies, and so on."

The child then went to his mother, asked her the same question and she told him, "We were monkeys then we evolved to become like we are now." The child ran back to his father and said, "You lied to me!" His father replied, "No, your mom was talking about her side of the family."

TEACHER: Clyde, your composition on 'My Dog' is exactly the same as your brother's..

Did you copy his?

CLYDE: No, sir. It's the same dog.

'A man robs a bank wearing a balaclava  
Did you see my face?' he says to the teller.  
'Just a little bit.'

Bang. He shoots her.

'Did you see my face' he says to another teller.

'Only briefly' he says.

Bang. He shoots him.

He turns to a man who is standing beside him.

'Did you see my face?' he says

'No. I didn't,' says the man 'But my wife, she saw your face.'



Blackburn driver John Stone did what was required of him to clinch a deserved runner-up place in the 2014 REIS Get Connected MSA Asphalt Rally Championship following the final round which comprised the Cheviot Keith Knox Stages Rally at Otterburn in Northumberland today.

Driving the Legend Fires Skoda Fabia WRC, Stone had just to finish in the top four to claim second in the championship, and despite the damp and tricky conditions on the military ranges near the Scottish border, he brought the Dom Buckley Motorsport IRS-prepared car home in third position following nine stages.

Third fastest on the opening stage, the plan for Stone and co-driver Matt Whattam was to maintain station which they did as ahead of them Damian Cole and Simon Mauger battled it out. However, despite third place being in the bag, Stone, who led the series earlier in the season, pressed on and set second fastest time on two of the final three stages to arrive back at the finish just over two minutes down on the winner.

The latest result added to a consistent string of top five finishes this season and bettered the fourth place finish on John's previous visit to Otterburn earlier in the year. As a result, it saw the Lancastrian driver achieve his aim of finishing in the top three in this year's championship.

John Stone: "Knowing we couldn't win the title, it was important to finish second and we just did what we needed to do. The roads were wet and slippery so I didn't want to take too many chances so took it steady as it was a case of managing the situation. That said, we speeded up when required although tyre choice was always difficult as it didn't dry up all day and there was quite a bit of mud about. But we got to the end with no problems at all and not a mark on the car. Thanks to Matt for doing a great job in Carl's absence and that's a 100% finishing record in this series with Buckley's running the car so a brilliant job by them too. I said at the start of the season that I wanted to finish inside the top three of the series and we bettered that so it's been a success."



## Rallye du Condroz-Huy

NEIL Simpson ticked off a career ambition after finishing 10th in the Rallye du Condroz-Huy.

The Colne star had set out his stall to land a place amongst the elite and ended the rally in 10th.

The feat was even more impressive given that it was the first time Simpson, in a Skoda Fabia S2000, had raced with co-driver Elliott Edmondson.

Simpson said: "The aim was to finish the Rallye du Condroz-Huy in the top 10 and we're absolutely delighted to have achieved that. It wasn't an easy ride." It was a tough field for the event in Belgium with the home regulars setting the pace in front of 150,000 spectators.

For Simpson, it was the realisation of a childhood dream with the Clitheroe businessman ace having travelled to the event as a youngster. After the event Simpson spoke of his personal pride at having competed in a rally that meant so much to him growing up.

He added: "It's great to have finally contested the Rallye du Condroz-Huy after so many very happy years going to watch the event with my father – so I'm very proud to come away with a good result." He added that he felt he and Edmondson had improved as the stages went on. "The local drivers know the roads well and are very quick," said Simpson. "We didn't have the right car set-up to begin with and tyre choice was difficult throughout.

"It was also the first time Elliott and I had rallied together, which added to the challenge.

"He was excellent on the pace notes, and when our intercom failed and I couldn't hear him, his sign language was outstanding too. "He's a very talented young co-driver." Kris Princen (Subaru Impreza WRC) took the victory while World Rally Championship star Kris Meeke (Citroën DS3 R5) was second.

It was another good rally for Skoda, with two Fabia S2000s finishing in the top four – with Freddy Loix finishing third ahead of Eric Cunin. The rally took place over road surfaces in the Walloon region.

# TIPS ON SPRINTING & HILLCLIMBING FOR NEW COMPETITORS

*By Geoff Ward with contributions from Craig Powers*

## FORMALITIES

1. Membership of a recognised motor club allows you to enter any event in the Club or its championship is invited to. (This will be stated in the event regulations). Entry fees vary from about £100 to £140 a day.
2. If starting in a few months' time visit a sprint or hillclimb. Observe what goes on and talk to competitors, officials and marshals.
3. Get an MSA competition licence. The licence you want is Non-Race National B, which costs £43. You can apply for this online at [www.msauk.org](http://www.msauk.org). Your licence will arrive (allow a few weeks) with a copy of 'The Blue Book' – properly called the MSA Yearbook. Sections of this will be referred to later in this article but you will need to study Section J (Competitors: Vehicles), Section K (Competitor Safety), Section L (Tyres) and Section S (Sprints and Hillclimbs).
4. Just about any four-wheeled vehicle can enter a speed event (as a beginner you can't enter a non roadgoing car of more than two litres). Even your bog standard commuting car can be used. You can find which class it is eligible for by checking the event regulations and also from Section S of the Blue Book. If in doubt consult our Competition Secretary through the Club website.

## YOUR CAR

Most people start with a road-going car. There are various classes for these, depending on size and modifications – from non to quite extensive. It is important to remember to display the road tax, and bring form V5, insurance note and MoT, if applicable, to the event. Obviously, the car should be well maintained, safe and roadworthy with no oil leaks or flapping bodywork. It will be checked by a Scrutineer for safety. Your car is going to be pushed fairly hard so if you suspect something is dodgy replace it before the event. Tyres (Section L) must be listed in 1A or 1B (depending on class entered).

There is nothing to stop you entering a pure competition car (ie; not road registered) although it must be under 2000cc (over this size you need a Non-Race Nat A licence or a circuit racing licence).

You will also need an MSA Competition Car Log Book (S9.1.7 and J2). Nobody really knows why; they are not required for circuit racing. Consult a Scrutineer before the event.

## Specific things to do to your car:

- Fit a timing strut (S10.9). Generally made from aluminium and if a roadgoing car needs to be removable but securely fitted.
- Wrap yellow tape around the battery earth lead to identify it (J5.14.5).
- Have a means of turning off the ignition /fuel, reachable by driver whilst seated (S10.5.3). On a road car this can be the standard ignition key. For the benefit of the marshals this must be identified with an On/Off sign at the switch, S10.6.1. For standard road cars a note in the side window pointing to the ignition switch, with a direction arrow for OFF, will usually suffice.
- Have a means of towing the vehicle in emergency (S10.5.1). Have your tow hook / tow eye available. (Some Clubs state in their regulations that a temporary sticker at the tow point "Tow" should be displayed; if so get some white PVC tape and a black magic marker pen for such improvisations). If you have a removable screw-in tow eye most Scrutineers will be happy with you just having one of them and moving it between front and rear in the event of an emergency. What we want to avoid is down-time whilst competitors work out where the tow eye is after an accident. i.e. be prepared.
- Have a positive means of throttle closure (J5.4.2 - Be equipped with a positive method of throttle closing by means of external spring/springs so that in the event of failure of any part of the throttle linkage the throttle(s) are sprung closed). The common interpretation is that there should be a visible spring at the throttle body so that if the cable breaks then the throttle butterfly will shut. You should not be reliant on a single spring at the pedal.
- Race numbers on each side of the car (S9.2.5 and J4). Do not have these displayed when driving to and from the event or you will be in big trouble with the MSA.

## YOUR PERSONAL EQUIPMENT

You'll need flameproof overalls and gloves and a crash helmet. See Sections S and K of the Blue Book for the required specifications. These are quite expensive and if you're on a budget (most of us are!) shop around and check eBay. But they MUST meet the specifications in the Blue Book. Racing shoes are a good idea – plastic shoes and nylon socks are not!

*Continued on Page 39*



## **TIPS ON SPRINTING & HILLCLIMBING FOR NEW COMPETITORS**

**By Geoff Ward with contributions from Craig Powers**

**Continued from Page 38**

### **ON THE DAY**

About a week before your first event you will receive your 'Final Instructions'. These will include a timetable, an entry list which will identify your competition number, other information and possibly instructions on where to park in the paddock.

The day start quite early – possibly meaning arriving around 7am. If paddock places are not allocated try to park with cars in your class (ie; with numbers close to yours). Before the runs start you have to:

1. Sign on. Take your competition licence and club membership card to the 'signing on' centre. If it's not obvious ask. This is a simple formality to check your documents and confirm you've arrived.
2. Prepare your car for scrutineering. This may take place in a special area or at your paddock place (details will be in the Final Instructions). If you've driven to the event arrive with the fuel gauge nudging empty and bring spare fuel in a can. Take out anything that could move, spare tyre and your tools, and take off any wheel trims. The scrutineers will want to see under the bonnet and any other parts of the car that take their fancy. Just do what they say, most are friendly and the main purpose is to check that your car is safe. The Scrutineer will also check your overalls, helmet and gloves. If it's your first event you will have to ask for an MSA sticker for your helmet (there's a small charge for this but it only has to be done once). They will also want to check road tax, V5, MoT and insurance on road cars, or log book for non-road cars.
3. Before, or after, Scutineering walk the course from the start line. Try to envisage where you will change gear, brake, turn into corners and the line from the apex. Particularly watch for 'linked corners', where the exit from one is compromised by the entrance to the next. Identify the finish line (there should be a chequered board) and the route back to the paddock
4. Shortly before the runs start you, and all the other competitors, will be called to a Drivers' Briefing. This will give more information on the way the day will be run and the flag signals used.

The competition starts (generally, sometime between 9am and 10am) with two practice runs. You will know the running order from Final Instructions and Drivers' Briefing but keep a very close eye on what's going on and be strapped in to your car, with the engine warmed up, in plenty of time before a marshal or tannoy announcement calls your batch of cars up. You will be directed (or follow other cars) to an assembly area (basically a queue) before the start line, roughly in number order.

Whilst queuing you can watch the start system. When the marshals call you forward place your car as near as you can to the start line and take your foot off the brakes whilst they push and pull it into place. They are in charge; follow their instructions. Close to you, at the side of the start area, you will see the start light (a sort of box on a stick). It will be showing a red light. Do not move when this is on. Fairly quickly this will turn to a green light. As soon as you can get going (the timing starts when your timing strut cuts the beam, not when the light comes on). It is rare, but possible, that the green light will turn back to red (for instance, if the car in front of you has had an incident), so keep the light in peripheral vision.

At Drivers' Briefing competitors will probably have been told to 'treat practice as practice'. Experienced drivers will cheerfully ignore this sensible request. You should stick to practising - aim to go as quickly as you can whilst feeling fully in control. You are trying to get a feeling for gear-changing, braking, turning in and your lines, especially on 'blind' corners where you cannot see the exit until you are there. Lift off after the finish line – but don't switch off; the entry to the paddock often comes up very quickly. If you see a marshal waving, or holding out, a red flag stop immediately – there is an incident in front of you. Proceed slowly when the marshals indicate it's ok. You can then go back to the start line for a re-run.

At this stage you should be staying on the tarmac. If you spin or take to the grass get back on the track with care (there's another car only 30, or so, seconds behind!). Try not to drag mud and stones back on to the tarmac, especially on the racing line. Watch for red flags and check the track behind. When it's safe, or indicated by the marshals, drive back to the paddock at reasonable speed and check for damage. And, no, you won't get a re-run for your own mistake!

Between runs, review what you have learned about the track and check your car. Keep observing what's going on with other cars in the paddock – your next run often comes up surprisingly quickly. Check your times – they will be displayed in the paddock and sometimes there is an electronic display after the finish line. See what times others in your class are doing but your main aim is to improve your own times as you get familiar with the track and hone your driving skills.

**Most of all – HAVE FUN! That's what it's all about.**

**SEE THE VIDEO! If you visit to the Longton Motor Club's website and go to, "Getting Started" there is a very useful video by Russell Thorpe (Renault 5GT Turbo) which explains the basic preparations.**

**Many thanks to Longton and District Motor Club for allowing us to use this article and to Geoff Ward and Craig Powers for putting in the time and effort writing it.**

# **NORTH WEST RACERS**

*With  
Dave Williams, Rachel Bourne  
And David Fairclough*

## **NORTHERN RACING CHAMPIONSHIPS DECIDED**

During October the deciding rounds of the Avon Tyres Northern Formula Ford 1600 Championship and Demon Tweeks/Sparco XR Challenge took place with Double Header Meetings at Oulton Park and Silverstone respectively.

### **AVON TYRES FORMULA FORD 1600**

The Oulton Park meeting on 11<sup>th</sup> October, which used the International configuration, was not originally part of Stuart Gough's schedule but when he realised there was a chance that he could add the 2014 Post89 Northern Championship to the Triple Crown and National titles that he already had in the bag he found the budget to submit an entry for his Oldfield Motorsport tended Van Diemen RF92. While the Post89 and Pre90 cars would each have 2 separate races later in the day, there was one qualifying session for all classes with everyone's first and second fastest times deciding the grids. Gough was on form and annexed pole for both Post89 events despite proceedings being halted a few minutes early when Tom McArthur attempted to take Old Hall at a faster rate than his Van Diemen LA10 could cope with and came to rest dangerously close to the tarmac after bouncing off the barriers.

Also in trouble during the session was Pre90 Northern Championship contender, Chris Hodgen, who was narrowly behind Reynard FF84 driver Jamie Jardine in the standings coming into the weekend after dropped scores had been taken into account. Hodgen's title challenge suffered a major set-back when suspension failure pitched his Van Diemen RF89 into the tyre-wall at Hill Top.

Although the Myerscough College Team feverishly began piecing the rear of the shattered car back together there was no way it would be ready in time for the first encounter but John Loebell of Medina Sport had been testing a similar chassis at Oulton Park the previous day and, as the vehicle was still on site, he made it available to Hodgen enabling him to take the start. He had to line up at the back of the grid as he was in a different car to the one used in qualifying. This was a great shame as he had the speed to take two pole positions before the accident occurred. Jardine also had problems after he endured a difficult qualifying session with his car jammed in fourth gear. Even so, with everything in full working order for race 1, he blasted away from fifth on the grid and was in the lead by the time the field reached Cascades. With everyone else battling amongst themselves, the Frodsham man was able to cruise away to a 16 second victory. Hodgen, meanwhile, had an eventful 20 minutes which included a spin at Druids before he missed out on finishing seventh by 3 tenths.

The nightmare continued for Hodgen just prior to the Formula Fordster's return to the track when, with his own car not quite ready for him to drive, he once again switched to the Medina Sport example which then stubbornly refused to start. By the time it did fire-up and enabled Hodgen to exit the pits, the first lap of the second contest was well under way. Therefore Jardine was able to hold off the Reynard FF89 of Stuart Jones to add the Pre90 Northern and Champion of Oulton accolades to the Triple Crown and National titles that he had already secured this season. Gough meanwhile took two wins to seal the Post89 Northern title. The only person who could deny him was David McArthur but he had a mountain to climb following a spin at Cascades on lap 5 of the opener. Although McArthur managed to keep Gough under pressure throughout race 2, he was unable to mount a challenge although he did have the consolation of being 2014 Champion of Oulton for this class.

There was a fair amount of silverware on offer at this meeting. Their two victories saw the Post89 and Pre90 Wallpaper Central Autumn Trophies go to Gough and Jardine respectively while the latter also went home with the Moose Trophy which was contested solely by the older cars this season.

*Post 89, Multiple Champion  
Stuart Gough*



*Pre 90, Multiple Champion  
Jamie Jardine*



***Continued on Page 41***



©Team88 Motorsport/Steve McMurrough



**Steve McMurrough  
Passes the Silverstone Wing  
Building**

### DEMON TWEEDS/SPARCO XR CHALLENGE

The XR Challenge contenders completed their 2014 season on 19<sup>th</sup> October when they raced on the International Circuit at Silverstone. Unfortunately, XR3 Championship contender Lee Bowron was unable to attend the meeting due to illness in his family but he kindly lent his racer to 2013 XR2 champion Mike Heath who was eager to get to grips with the car.

Tony Rudd in his XR2 set the pace early on in qualifying along with Jonathan Wells in his XR3 however it was the returning Steve McMurrough who topped the time-sheets at the end of the session. Rudd would line up on pole position though as McMurrough's best lap was disallowed for exceeding track limits, this dropped him down to sixth.

Top XR3 driver was 2013 champion Adam Burgess. He was delighted with his pace in only his second outing of the year.

In the opening race, Tony Rudd made one of his usual lighting getaways to lead through Abbey but as the field reached Viillage he spun and was collected by fellow fast starter, Mike Heath, who in turn was hit by Mike Taylor. The latter pair retired as a result of the incident while Rudd continued in last place.

Over the following laps, Burgess and Wells fought over first position in their XR3s but eventually Burgess managed to pull out a 6 second lead to secure overall victory.

An equally entertaining battle unfolded for third between John Biddulph and Lee Shropshire. With just a couple of laps remaining Shropshire managed to outfox Biddulph and claim top XR2 honours as Tony Rudd, after his first lap dramas, claimed fifth spot.

Heath and Taylor managed to repair both of their cars in readiness for the final round of the season. Burgess led from the start with Wells stuck to his bumper. This developed into a very entertaining duel which lasted for 8 laps before Wells decided to make a move on Burgess. Unfortunately the gap he went for soon disappeared causing contact to be made which pitched the two cars into a spin. Burgess recovered very quickly and continued still ahead but it took Wells a frustratingly long time to get out of the gravel allowing Adam to take his second victory of the day. XR2 honours went to Tony Rudd from Lee Shropshire. This meant Rudd was crowned 2014 XR2 Champion while the XR3 title went to Jonathan Wells.

(Thanks to David Fairclough for supplying the XR report)

**Report by Dave Williams & David Fairclough  
Photos Rachel Bourne**

The inventor of predictive text has died.  
His funfair will be hello on Sundial.

A little old lady was walking down the street dragging two large plastic bin bags behind her. One of the bags had a slight tear and every now and then, a twenty pound note fell out onto the pavement behind her.

A policeman stopped her and said  
*"Ma'am, there are £20 notes falling out of that bag"*

*"Oh, really" said the little old lady, "I'd better go back and see if I can find them. Thanks for telling me officer."*

*"Well now, not so fast," said the policeman. "Where did you get all that money? You didn't steal it, did you?"*

*"Oh, No, No" said the old lady. "You see, my back garden is right next to the football stadium car park, and on match days, a lot of fans come and pee through a knot hole in my fence, right into my flower beds. It used to really annoy me. Kills the flowers you know. Then I thought, 'why not make the best of it?' So on match days, I stand behind the fence by the knot hole, being really quiet, with my hedge clippers in my hand. Every time some bloke sticks his pecker through my fence, I surprise him. I grab hold of it and say. 'OK mister! Give me £20 or Off it comes.'"*

*"Well that seems only fair" said the policeman laughing. "OK. Good luck! Oh, by the way what's in the other bag?"*

*"Well you know" said the little old lady, "Not everyone pays. . . ."*

I opened the front door to my father-in-law earlier and he barged past me into the living room, demanding to see the wife.

"I heard you two have been fighting." He snarled. "I wanna see my daughter right NOW."

"All right Geoff, calm down." I said.

"She's in the garden."

With this, he again walked through me, and headed toward the back door.

"I'll come with you." I insisted.

"You stay put." He bit. "I'm fine by myself."

"Don't be stupid, Geoff." I said. "You'll not get that patio up on your own."

BOURNE PHOTOGRAPHIC  
*Creative Imaging*

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

## Not a bad old November, all in all

So nearly time for the fat bloke to force himself down your chimney, there's not much going on motorsports wise round here (apart from the Preston Regardless, which sadly I have had to miss due to work commitments). With a few people off at work this month, I have struggled to find the time to get out and about. A last minute change of day off gave me the ability to go to WRC GB on the Sunday, then the following Saturday it was a day at Blyton for the Hall Trophy Rally. WRC GB – So Friday of the event, my weekend off was swapped meaning I had the Sunday free to go down to

Wales. As myself and Ste Brock were going and taking two small children with us, we decided Kimnel Park was the best option as there was the rally fest there providing food and toilets and no long walks into the woods! So Saturday morning, after trying to order passes online as you couldn't get them on the gate, I finally managed to get some from the ticket provider. One small snag though, they did not have anyone on the gate at Kimnel so we had to go to Llandudno for 6 am to collect our passes from event Cymru!

So we got to Kinmel, found a great little spot to spectate and take pictures from just next to a chicane. We could see the cars coming down the hill to the red bull arch then up to the chicane and off up the hill to the finish. All the WRC boys were on it and it was great to see them fully committed through the chicane. They did two runs through then there was a short break before the national rally came through. I have to say the nationals were just as entertaining as the WRC boys to watch, and it was great to see so many different cars doing the event. Of course there was your normal mix of impreza's and evo's but also some rare gems like Steve Perez in his amazing sounding Stratos and Jimmy McRae in the V8 Firenza !! All in all a great day out and at £43 for a family pass, it wasn't that expensive really.

Hall Trophy Rally – Normally I get down to this event on a Friday afternoon to help set up the circuit then leave on Sunday after packing down. However, as I said earlier, work commitments have made things difficult this month. Friday night, straight after work, I set off down the M6 / M61 / M60 / M62 / M18 / M108 / A15 to Blyton, arriving at about 9:30 pm, everyone seemed well lubricated in the pub ! Thought it'd be rude not to have a few shandies.... Stupidly, and Saturday morning see's me nursing a hangover at 6:30am on a cold airfield in Lincolnshire!!

Ok so I might be a little bit biased, being a club member and all, but it really is a well run little event and is great fun to be part of. Breakfast is provided for all the marshals and officials so a nice little bacon and egg butty with a few cups of coffee put pay to the excess alcohol from the night before! The event started as planned at 09:30 am with the first car, a certain ex Mellors motorsports Millington proton, screaming into the stage and thoroughly blowing away any cobwebs! Everything was going to plan, however we were falling behind by a couple of minutes due to the stewards wanting to make last minute changes to the layout.

This event also sees us hosting the final round of the F1000 junior championship. And it would be the juniors that

provided my biggest shock of the day. Just before lunch, we were still a couple of minutes late and 7 of the 9 juniors had pulled up at stage arrival for their due time to enter the stage. As there was still senior competitors on the stage, the decision was made to give the juniors their correct due times as they had arrived at the control in time. So about 3 minutes late we started to process the juniors through into the stage. At this point, the remaining two junior cars decided they better leave their service area and head down.

As the clerk of course was stood with me at this time, a discussion was had as to what we should do, and the only fair and right option was to penalize the two cars that were late into the control. There was some upset because of this decision and a couple of angry dads but this soon stopped when they realized that they had 5 minutes of penalty free lateness so the two cars concerned still had 2 minutes in the bag so to speak.

This is where the shock came – The Navigator of car 102, one of the vehicles I had penalized, came up to me at the start of the 1<sup>st</sup> stage after lunch. This young lad, Tom Hutchings, then completely shocked me with what he said. "Thanks for giving me a kick up the arse before fella, we were in the wrong and had become complacent" To say I was shocked and amazed at this young man's level of maturity would be an understatement. In fact, all of the juniors showed an amazing level of skill and maturity, so if they are the future of our sport..... I'd say it's in good hands.



"Those German scientists are doing nothing new!" said Paddy. "We cut a hole in a Comet years ago." "You lot never did!" I replied. "And what did you find?"

"We got away with 8 televisions and a microwave."

A pirate walked into a bar, and the barman said "Hey, I haven't seen you in a while. What happened ? You look terrible."

"What do you mean?" said the pirate, "I feel fine."

"What about the wooden leg? You didn't have that before."

"Well," said the pirate, "We were in a battle, and I got hit with a cannon ball, but I'm fine now."

The barman replied, "Well, OK, but what about that hook? What happened to your hand?"

The pirate explained, "We were in another battle. I boarded a ship and got into a sword fight. My hand was cut off. I got fitted with a hook but I'm fine, really."

"What about that eye patch?"

"Oh," said the pirate, "One day we were at sea, and a flock of birds flew over. I looked up, and one of them shat in my eye."

"You're kidding," said the barman "You couldn't lose an eye just from bird shit."

"It was my first day with the hook."



# The 'Good Old Days'

Tony North has sent me the photos (below) from the 'Good Old Days' of the Motoring News Championship that he found lurking in a forgotten spot.

1. Ron Beecroft on the R.L.Brown
2. Steve Egglestone (?) / Dave Orrick
3. Steve Hill
4. ?????? (but the clue could be the sponsor)
5. A young Brian Harper
6. Andrew Kellett in the Hot Seat

I couldn't think of a way of including them in an article - so thought I would just stick them on the 'Grumpy' page. Enjoy!



**At the November Meeting of SD34MSG** we had applications from 5 clubs to join the group. All 5 applications were successful. This takes the SD34MSG membership up to 24 member clubs. Looking forward to getting ALL those additional Reports that I will be getting from the new member clubs. . . .

**Our SD34MSG Championships** should all benefit from the additional competitors and we should see an increase in event entries.

**SD34MSG Championship Registration Forms**  
can be downloaded from the SD34MSG website  
([www.sd34msg.org.uk](http://www.sd34msg.org.uk))

**or you can just print it off from page 9 of this newsletter.**  
**It only costs £5 to register for ALL the Championships**

I thought that it was going to be a bit quiet for the December Issue of spotlight and that I was really going to struggle to get enough articles in **Seems that I was wrong! Again!**

(Not exactly an unusual experience for me!) HOWEVER, December does look a little quiet on the Motorsport front, so I could do with plenty of yearly reviews for the January issue. Tell us how your year has gone. Car builds, disappointments, triumphs. Your Clubs Presentation Night, Christmas Party, Championships, Plans for 2015 etc. etc

# Grumpy Old Git



## One of the best conversations I have read on Face Book

Following Bolton-le-Moors CC Neil Howard Stages Rally the following appeared on Face Book . It is not Darren Spans comment but the reply from his wife that is priceless.

I am sure that everyone of us who has helped organise a motorsport event have had similar experiences, although not always as understanding a partner as Emma. BLMCC should send her a big bunch of flowers

**Darren Span :** *Well just sat down now - what a hectic and fantastic weekend - I think it all went very well and hopefully everybody enjoyed themselves. As ever it was a team effort and a huge thanks and credit must go to the whole organising team, we as a club should be very proud of what we achieved.*  
*I must also say a big thanks to Oulton Park, Graham Darcy and Graham Coffey for their support and sponsorship (not to mention the enthusiasm of Victoria Myers).*  
*But the biggest thanks of all must go to Emma Spann for supporting me in building the event and putting up with me (especially whilst looking after our four month old daughter)*  
*All that remains to be said is congratulations to this years event winners Stephen Simpson and Patrick Walsh.*  
*See you all on 7th November 2015*

**Emma Spann :** *It's ok hunny I forgive you for leaving me and 3 kids all weekend, the endless times I've had me head bitten off and spat out, the takeover of our home with all your rally shit, the big rolls of vinyl I've tripped over and the numerous night feeds I have done alone all the while you chunner rally speak in your sleep !!!!*  
*But even though your a pain in the arse and bloody hard work I love you dearly but next time leave both the credit cards behind !!! It may soften the blow !!*

I note the Welsh Association of Motor Clubs regarding 'e' marked tyres for Road Rallies being run in Wales. (Page 69)

There has been much debate on BRF regarding this subject already. It seems to me to be very confusing. I can run on none e marked tyres on a Road Rally in the North West but not in Wales. I can use none e marked tyres on the road whilst competing on a stage rally in Wales Whilst I dont often agree with Neil Bye - I do tend to think he is correct in this instance

# Out & About with Gemini

The 2014 Magnificent Golden Microphone Trophy along with cash awards of £150 to the winners.

## 2014 PRESENTATION EVENING

Following all the thanks, wishes and appreciation after the 2013 get-together along with the premises being totally destroyed by fire, I'm planning and have another rerun this year. We are looking at the same venue as last year and I have booked tables for the Saturday the 27th of December. The free to you Menu of what is on offer is below, other meals are at your cost.

The Meal and Drinks. [ same as last year ]

The deal is an option to each of you to have a Rump Steak or a Gammon Steak. plus a full Bottle of Wine per couple [ Red, White or Rosy ]

Gemini Team Funds will pay for this Meal and Wine for team members, sorry you will have to buy any extra drinks. You need to advise me of which Steak cooked R, M or WD, and what colour of wine. Last year many partakers decided to have a sweet, which are mouth watering and can be ordered on the day at £4.50 each.

### The Presentation Venue

The Newly re-built Dressers Arms near Chorley where we have been many times in the past, with it's large array of cask beers and good food, on the A674 between the M65 jun 3 and the M61 at Chorley. The date is the Saturdays, 27th December being after Christmas, we normally meet from 2 to 3pm, if you wish to start earlier let me know, please advise if you wish to be included.

### Dressers Arms is PR6 8HD - Map Ref - 604 211

Thank you to all who kindly supported the team on our events

Peter Langtree	G 48	166 Pts	Lee Skilling	G 37	136 Pts
Eve & Graham	G 18	124 Pts	Mark Wilkinson	G 11	120 Pts
John Ellis	G 33	118 Pts	Tony Jones	G 56	116 Pts
Ian Davies	G 23	112 Pts	Geoff Ingham	G 58	100 Pts
Stuart Dickenson	G 13	96 Pts	Chris Woodcock	G 25	88 Pts
Chris Jarvis	G 12	88 Pts	Derek Bedson	G 21	80 Pts
Simon/Liz Daley	G 47	72 Pts	Paul Henry	G 24	70 Pts
Tony & Avril Lee	G 7	66 Pts	Les Fragle	G 3	65 Pts
Ian Winterburn	G 4	64 Pts	Keith Lamb	G 9	62 Pts
Alan & Les	G 39	60 Pts	Adrian Lloyd	G 14	60 Pts
Dave Crosby	G 6	60 pts	Tim Cruttenden	G 15	50 pts
Duncan Stock	G 31	42 Pts	Mark Dickenson	G 26	40 Pts
David Grady	G 38	40 pts	Tom & Vicky	G 53	40 Pts
Michael Dodd	G 50	30 Pts	Andy Dodd	G 50	30 pts
Pete Donnelan	G 20	24 Pts	Ray Kavangh	G 46	24 Pts
Maurice Ellison	G 59	20 Pts	Graham Cookson	G 2	20 Pts
Steve Gregg	G 52	20 Pts	Jerry Lucas	G 41	20 pts
Andrew Taylor	G 28	20 Pts	M&S Broadbent	G 55	10 Pts
Steve Coombes	G 5	10 pts	Gerry Morris	G 51	10 pts
Bryan Flint	G 32	16 pts	Derek Lord	G 44	10 Pts
Roger Schofield	G 27	10 pts	Roger Whittaker	G 42	10 Pts
Robbie Mortiboyes	G 27	10 Pts	Barry Kennedy	G 10	10 pts
Tony Turner	G 43	6 Pts			

### Past Winners

2015 - this could be you !!	2014 - Peter Langtree
2013 - Tony Jones & Peter Langtree	2012 - Tony Jones
2011 - Stuart Dickenson	2010 - Eve Fisher & Graham Bray
2009 - Paul Henry	2008 - Chris Jarvis & Lee Skilling
2007 - Tony & Dan Turner	2006 - Tony & Dan Turner
2005 - Chris Jarvis & Stuart Dickenson	2004 - Dave Crosby
2003 - Stuart Dickenson	2002 - Keith Lamb & Adrian Lloyd
2001 - Tony & Avril Lee	2000 - Ian Davies
1999 - Keith Lamb	1998 - Dave Crosby

# Gemini Communications Team

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**Bill Wilmer**

**07973-830705 or**

**w.wilmer@btinternet.com**

## Question

**Why do marshals and radio cars entering or exiting a stage, feel the need to switch on additional Amber and Red flashing lights, be they mounted on the roof, in the windows or fixed to the body work?**

The are two main safety issues here, firstly, in a forest stage at night, in the dark, it is very hard to tell if a vehicle going past your junction is an official vehicle or not if everyone uses flashing lights. It could be all too easy for a marshal or spectator to believe that the vehicles that are going past them are the closing convoy, when in fact it is just other marshals driving out with their flashing lights. This could have the undesired knock on effect at other junctions, resulting in delaying recover crews and officials clearing the stage.

Secondly, when you have been in a stage, since well before dawn and you are now driving out in the dark at night, over a very cut up stage, the last thing you want for the next few miles are those flashing lights in your face, when you're trying to pick your way through the ruts.

I believe that hazard lights are fine, but these should only be used when stopped on a stage, to indicate to on coming vehicles that you are stopped. And once there is a car stopped behind you then you switch off your hazards and the vehicle at the rear puts on theirs.

**Tim Cruttenden : Gemini 15**



# November Radio Mutterings....Gemini 23

A busy month for me, with three rallies to cover. It all started on Saturday the 1<sup>st</sup> with the **C&A Glyn Memorial Trophy Rally** over at the Anglesey Racing Circuit. Work commitments mean that I can only cover the Saturday of this two day event. To allow for the final stages to be run in darkness it's a leisurely drive over to the island for a 12 noon due time for first car. As instructed radio crews gather around 10'ish to chew the cud, moan about the organisers and prepare for action. Our leader Bill duly arrives and after some delay gaining stage plans and a signing on sheet from the organisers we finally get ourselves organised and work out who is to cover what point.

Caernarvonshire & Anglesey Motor Club put on an entertaining event with the main field first running through each pair of stages (43 starters), then followed by the '100' class who then complete the same pair of stages (23 starters). The action starts on time with a 'new' Start Radio pairing of Collett and daughter Helen Winterburn (happy birthday Helen) out on stage as Ian sits in the warm and dry control with Bill. The main field opens with the mighty 3 litre BMW Car 1 of Mark Jones and Christopher Brierley. The field make full use of the ultra fast wide track and the action is fast and furious. For me some of real entertainment comes from the Mark 1 Escort of Car 36 crewed by Mark Campbell and Wayne Allman. I don't know if it's a soft suspension but the thing seems to wallow into and out of the corners with all sorts of 'wild' adjustments needed by the driver, spectacular to watch. Through the first pair of stages we only lose Car 23 due to a burst radiator, with unlike most events at the venue no in stage recoveries required from Gemini Recovery or Difflock.

The next pair of stages pass off in a similar manner but the weather certainly starts to deteriorate with gale force winds, horizontal rain and 'sea foam' whipped up by the huge waves coming over the top of the car and stage a bit like snow !. You know it's getting really bad as the yellow RAF SAR Sea King Helicopter launches over the circuit and heads towards Snowdonia. What's remarkable is despite the deteriorating conditions everyone more or less keeps it on the blackstuff and the recovery teams stand idle. As the light begins to fade Stages 5 & 6 prove a little more challenging and mechanical gremlins mean a couple of cars are lost, although there are still an amazing 37 of the main field and all of the '100' class still running.

With the very high winds continuing the final pair of stages start in complete darkness at 5:30pm. Although the organisers had helpfully procured a lighting generator and tower for my merge and chicane location, the high winds mean the tower can't be safely raised and all the lights do is light the grass in front of them. Frustrating, as by now in the wind and rain not only am I guessing car numbers but at times even car shapes !. As the days final stages run we see our first in stage breakdowns as Cars 39 and 37 both stop in stage and ultimately require recovery. Stage 8 finally ends a little before 7pm after an entertaining days sport in some really challenging conditions. Hats off to the crews for rising to the challenge with some spectacular driving, with few 'off's and most of the field surviving through to day two.

The next event for me is a week later and the **Neil Howard Stages run by Bolton-Le-Moors** over at Oulton Park, with the event raising money for that very worthwhile cause the North West Air Ambulance charity. Did you know that the charity now flies three aircraft in the North West and needs to raise £4.2m each year to keep these aircraft and their life saving operations in the air. Every penny raised helps these lifesavers...if you can help visit <https://nwaa.net/fundraising> for details of how you can help. As the signs say 'Motor Sport is Dangerous' and it's comforting to know that alongside the dedicated teams of marshals, radio, recovery and rescue crews we also have if needed our friends in the air ambulance charities.

It's about a 50 minute uneventful drive over to the circuit and once signed on it's off to find my post the merge / split / lap counting junction out at Post 3. There are plenty of marshals around a mixture of both circuit and rally, usually identified by the different headgear and racings' propensity for Proban and fishing boxes to carry their sandwiches and kit in. Stage 1 starts on time at 09:30 with Car 1 the ultra fast Graham Coffey and Victoria Myers in their Ford Fiesta WRC. With rain beginning to fall the Oulton Park tarmac is slick and challenging and four cars stop in the stage. Of these Car 24 Tim Whiting / Neil MacDonald have a heavy collision with one of the stage chicanes and take no further part. With the rain now beginning to really come down Stage 2 passes off with little incident, although like the first there are a handful of crews who fail to master the art of 'counting' the correct number of laps ! (more writing for me).

Stage 3 and 4 introduces the watersplash as crews exit the circuit at my location and head onto one of the 'rally stage' perimeter roads. The water splash is deep and the colour of drinking chocolate and a similar consistency. The style award definitely goes to Car 2 the Scooby of Stephen Simpson / Patrick Walsh, who thrill the crowds along the bank and the gathered media with some spectacular exuberant action, throwing huge waves of the filthy water high into the air. Conversely the 'budget' rally car, a Rover 216 (not forgetting the SLi) of Paul Healey / Sam Healey decide upon a different strategy and strive to disturb the least water possible. Sadly this valiant strategy backfires on SS3 as the car splutters to a slow halt in the water and has to be pushed out by some less than pleased marshals, although the car eventually restarts.

*Continued on Page 46*

## **Radio Mutterings**

The highlight of SS3 and possibly the whole event is the unintended radio conversation between Bill Wilmer in Control and my colleague Peter Langtree Gemini 48:

**Control:** *"any mobile know of any reason why we can't start SS4, come back to control."*

**Gemini 48:** *"Bill, we are rebuilding a damaged section of chicane"*

**Control:** *"How long Peter?"*

**Gemini 48:** *"about ten feet"*

(of course the answer Bill expected was 'how long will it take', but I think Peter's honest answer was much better !!!)

After SS4 the crews leave the Main circuit area for the first of two runs at the 'new' 1.25 mile Super special stage. The action is soon back with me as the direction is reversed and we start the next pairing of SS6 & 7. With 'Trophy' crews returning into the event we still have a very creditable 80 runners, although a couple still make the mistake of not watching for the correct number of laps (yet more Judge of Fact forms to complete !). The action continues to be fast and furious particularly at my split location and once again it's credit to the skills of the drivers that despite one or two sharing paint, there are no serious comings together at the merge.

The final pairing of stages SS8 & 9 on the main circuit are run in what the rally programme euphemistically calls "under the moonlight", or to you and me 'pitch dark'. With rain returning for Stage 9 reading the car numbers becomes nigh on impossible (Note to organisers: next year can we please try out hi-vis reflective numbers on the car side windows please.) and it's a game of guess the 'car shape' or sadly 'spot the rear light cluster' to try and make sense of who passes through on which of the three laps !. The event finishes with a final run of the Super special, bonfire and fireworks. All in all however a great event, with a full entry, large crowds and hopefully lots of money raised for the North West Air Ambulance...well done Bolton-le-Moors Car Club.

After a break for some small world rally event, somewhere in Wales, my final event of the month takes me over to the flatlands of Lincolnshire and the Blyton Motorsports Centre and the **Hall Trophy Rally**. It's an early start but what's really frustrating is the almost constant set of road works along the M62, all governed by average speed cameras !.

I arrive about 8:15 and sign on and enjoy the hospitality of **Clitheroe & District MC** who treat all marshals to not only a breakfast bacon roll but later a hot lunch, 10/10 and thank you Clitheroe for thinking about us volunteers (other clubs please take note).

The action gets underway on a very slippery circuit at 09:30 and as it seems is usual I sit up on the merge as a Radio and Judge of Fact. The event is split into the main field (47 runners) who run each pair of stages then followed by the junior class (9 runners). For me the 'Strictly' award for artistic merit must go Car 43 a blue Scooby crewed by Chris Haygarth and Simon Gleich, it doesn't seem to matter how he feeds the power in the car fights back and slides and spins in every direction. Another surprise was the unusual 'classic' rally car 41 a green MGB GT, not a common stage rally car.

For the next pair of stages some changes are made to the route and Car 43 still finds the opportunity to spin a nice '180' in the merge. Another rather nice car is Car 7 a Vauxhall Chevette of Andy Bird and Shona MacGillvray, although they hit I believe gear box woes in the stage. With light rain falling on and off Stages 5 & 6 prove a real challenge and we lose a couple of runners Car 28 with deranged steering off into the adjacent ploughed field and Car 48 out on the far side of the circuit with Eve and Graham Gemini 18. After SS6 we have that unusual event for a stage rally a lunch break and 'free' pie & peas or a burger, with toilets on site it was as if we were marshalling on a circuit event !.

With the stage direction reversed we head into stages 7 & 8, with the greasy conditions ready to catch out the unwary. With a couple more of the main field dropping out we are down to a still very creditable 39 runners in the main field and 8 in the juniors. For the final pair of stages the light fails and a bit like the Oulton Park event getting car numbers becomes more luck than judgement, although once again black numbers don't help the cause. Sadly on SS9 we have Car 25 pull off the stage with a broken half shaft. Hats off to the crew of what looks like father and son Stephen and Joe Oade, who make a point of thanking the marshals for their assistance and at the end of the stage I get radio clearance from Bill for them to limp the short distance to the finish and retirement. The event finishes as promised almost to the second at half five, all in all a good days sport, with good company and a grateful organising club and team.

**Ian Davies**  
**Gemini 23.**

# ***Gemini***

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# The WALES RALLY GB 2014 Experience.

Only on one day of WRGB this year due to attendance at a family wedding.

The fun starts, I think, when your pack arrives in the post with your instructions, car pass etc. From now on you definitely know.....  
**WE'RE ON!**

Also, an enthusiasm-builder...someone sent me a link to the WRGB safety video which is FANTASTIC!

Have you seen it? Just go to "You Tube" and type "Wales Rally GB 2014 safety video" in to the search box. It's a 3 minute piece of film with all the top drivers asking people to listen to the marshals, stand in safe areas etc.....interspersed with quick edits of them going off. Best quote is from Mads Ostberg with..."we are not always 100% in control of the car, and I can guarantee you.....sometimes I am as much a passenger as the co-driver!".....what a guy.

OK. On the day, my companion, Gemini 12 got up at 1AM and left his home in Blackpool at 2AM to get to my house in Wigan by 3AM. We arrived at the Brenig stage at 04:30. Now, on this point....do you not think that this event ENCOURAGES people to drive whilst in a state of exhaustion? Ooooh....controversial eh? We can maybe discuss at a later date.

It was misty and foggy around Clocaenog and I don't think I'd have found the stage start had I been on my own, once we left the B5105.

Queued up at start. We were handed our WRGB backpacks. I believe that there was a different marshals' gift for each day, but don't know what the others were. Checked the bag. Completely empty. Enquired if we should get an event programme? Bags immediately replaced with full ones.

Into stage. Surface rather like that of a cattle farmyard with deep, clingy, slurry-type mud. As we progressed we moved on to some tarmac, now no doubt on a Wales Water service road. Reached post 10 and were greeted by Clwyd Valley MC marshals who seemed a friendly bunch. Junction set up in due course and awaiting cars due at about 08:30. Radio check with Stuart about 6AM. Still dark.

Bit of argy-bargy and radio messages as the guy from Performance Clothing asked to enter the stage at post 10. Things got a bit fraught as it seems (he says) he was promised an unlocked gate, which of course, was locked. Needless to say between us we got it sorted and took the view that I suppose you can put it down to everyone involved being a little tired, with patience on both sides in danger of exhausting. Let's leave it at that eh?

All course cars through. Not a yellow flag junction so no need to show one. Cars on time at 08:33.

Appearing in front of us across a small valley, they came downhill towards us, turning to their left, our right and disappeared into the trees for a minute or so before reappearing down the hill to our right, and we had a full view of them over the open moorland. Although not on tarmac tyres, this didn't appear to affect them and they just TONKED it up the hill on full chat through a few bends and bumps.

Our junction had a LARGE cattle-grid and gate just before it....but as for slowing down?... there was none of it. Clattering over it they then came to a chicane of 2 of those large black polythene wrapped bales. This was to slow them as just after was a dip in the road and a slight left – too fast and they would end up in a farm yard. After making their own personal entrance to it by taking out the wooden fence.



*Continued on Page 48*



## **The WALES RALLY GB 2014 Experience.**

**Continued from Page 47**

This seemed to do the trick as before, and on, the cattle grid there was quite a bit of locking up and panic braking practices. A few of the competitors, shall we say – “glanced” the chicane bale moving it over to the right a bit, but everyone through safely enough.

We heard a radio message about Hirvonen destroying the finish banner, which was well covered on TV for all to see. Also Mikkelsen stopped in the VW. Apparently, before we located him – he’d already TWEETED that he was off. That made me feel just a little... old?

To us Jari-Matti Latvala seemed quickest, but I believe stage winner was Mads Ostberg (he of not always 100% in control) in the Citroen. Time for a kip.

Cars due again 12:00 but a message to say 12:30 if I remember rightly.

A few more speccies than the first run, but mostly well-behaved and standing where they should, under the marshals’ guidance.

2nd run. Now the POWER STAGE. Didn’t know whether to watch the cars as they slipped and slithered their way up the thin ribbon of tarmac, now full of muck, towards us, or the helicopter filming them.

This was tremendous. It was WAY up in the sky as the cars appeared, then it seemed to dive like a Luftwaffe Stuka dive-bomber, and shadowed the cars, slightly behind them and at what seemed like about the height of a house, sometimes even lower. You could literally count the rivets on its underneath as it passed over us. Absolutely great. If it’s possible, the cars seemed a bit quicker, with the extra Power Stage points available.

We’d rolled the impacted bale back into its original place between runs. They’re usually about the weight of a Mini, but the straw in this one was soaked so had added some weight. It was possibly the weight of a Ford Focus, fully laden with holiday luggage on board and a full order for 4 people from Macdonalds. Gone large with fries and a drink. Quite heavy.

A few of the drivers must have tweaked their pacenotes as they seemed to be in to the cattle grid quicker, then a little L/R flick through the bales. A few hectic moments this time but nothing major, except Martin McCormack in car 49 who discovered a box full of neutrals as he went over the cattle grid, stopping just after the bales.

Not an ideal place, and no drive. Car slightly unsighted for following competitors as he was in the little dip. Marshals tried the farm track gate where he had stopped. Locked. Only safe thing was triangle and OK board out and slow approaching cars. This worked, not many more to come. Pushed the Fiesta (always uphill isn’t it!) to safety after the closer. Marshals towed it right up the hill to await their service crew.

Nationals next. Quite fast....of course these are the top National guys we see week-in-week out but, you know....the WRC cars are just in a different world speed-wise and these cars just can’t compare. Stars of this show probably some of the fast Mk. 2 Escorts and of course the Stratos of Steve Perez.

Course closers through. Noticed that they were provided by Hyundai and were in the same colour scheme and design as the WRC Hyundais. Nice touch.

We exited behind us where car 49 had gone, briefly checking they were OK and their service crew was imminent.

Exited to public road near Alwen reservoir. No traffic probs past front of Clocaenog on B5105 – hour and a half back home.

Event seemed to be a success and well received from all the FIA people who matter, and the first running of Brenig as the Power Stage – all good.

**Keith Lanb : Gemini Gemini 9**  
**Photos courtesy Steve Popay**



**Us looking after Car 49  
'In the Wa'rs' - See below**





## Safety and social media

The rise of social media and 'smartphones' means that the details, pictures and video of a motorsport incident can be on the Internet within seconds of it happening and possibly well before marshals and rescue crew arrive on the scene. When researching for the Fund's 3-in-1 rally safety DVD at least three rally organisers reported that this had happened. It goes without saying that marshals should not be the ones taking pictures and shooting video – you can't do that and protect your own safety and the safety of others at the same time.

There's not much that you can do about spectators using their 'phones, but you do need to keep them far enough away to ensure that they don't have an impact on scene safety, assessment of casualties and extrication.

If you know someone has a video of the incident, then it is worth identifying them to medical and rescue personnel when they arrive, as seeing the video can help them deduce the injuries the casualty might have suffered. It's not unknown to come across a relatively unscathed car and then to find out it had spun and barrel-rolled before ending up pointing the right way on the track.

While you can't stop spectators videoing incidents and the aftermath, keeping them at a safe distance will mean there is less to see and record.

If blankets or sheets are available, they can be used to shield a casualty from prying eyes – something you should definitely consider if the casualty is in pain, has visible injuries or has to have clothing removed to get to the site of injuries or apply immobilisation.

If you are on a rally, it may be worth letting your radio controller know that spectators may have filmed what has happened, so that the Clerk of the Course and the rally's PR officer are aware and can check whether anything appears online that they may need to respond to.

Everyone will have an opinion – ill-informed or otherwise. Social media is about voicing them and it is sadly inevitable that if people want their opinion to get noticed, they will be critical or controversial.

Don't rise to the bait. If anyone is to respond it should be the organisers. That said, if you become aware that the organisers have made a statement using social media, it could be helpful to re-tweet their message and get friends to do the same.

*If you have not received your copy of the Marshal  
Then you can view it at the above Link  
Below : A small extract from this months edition*



## Roger Albert Clark Rally Motor Club

This may be just too late for this edition, but for many marshals the Roger Albert Clark Rally is the highlight of the rallying season. From a relatively low-key start in 2004, the Roger Albert is now one of the most eagerly-awaited events on the calendar.

There is so much about this rally that makes it special, most of all that it recreates the flavour and atmosphere of the classic RAC Rally.

Organised by the Roger Albert Clark Rally Motor Club, the rally has filled a real gap in the hearts of many enthusiasts, whether competitors, service crews, spectators, officials or marshals. Importantly, it also remembers one of Britain's all-time great rally drivers.

More information is at

[www.rogeralbertclarkrally.org](http://www.rogeralbertclarkrally.org)

## Quiz

- Most people know about Timo Makinen's magnificent 1965 Monte victory in the Mini Cooper S, but who finished second to him?
- In the long list of Lotus Type numbers, what was the F1 car generally accepted to be the world's very first under-body/ground-effect 'wing car'?
- A famous gas-turbine powered racing sports car appeared at Brands Hatch in the 1960s. What was it called?
- Sebastien Loeb became World Rally Champion for the first time in 2004, but what was the first World Championship rally he ever won?
- What make and model of racing car won the very first F1 World Championship race, held at Silverstone in 1950?

## Quiz answers

- Eugen Bohringer (Porsche 904)
- Type 78 of 1977
- Howmet TX
- Germany in 2002
- Alfa Romeo Tipo 158

## Wigton Motor Club

On rallies run by the two-times winner of the MSA's Club of the Year award, marshals get the same meal at the end as competitors and also take part in a marshals' draw with competitors putting money in a bucket at signing-on. On the Solway that produced 8 prizes of £20; marshals got a limited edition clipboard as did the crews. On another rally marshals were given a pen and a Lotto ticket as well as their meal while at the Classic Show this year all Wigton's marshals got polo shirts with their names on which presented a good image.

Finally, the club has a marshals' championship for which awards include a ride in a WRC car via M Sport.

# HRCR 2014 Historic Road Rally Championship Review

## Steve Entwistle & Bob Hargreaves

At the beginning of this year a decision was made to compete on the full eleven rounds of the Historic rally car registers Clubman's rally championship the country's premier historic road based series with events stretching from the wilds of north Yorkshire to deepest Wales and the far south coast of England. With over 75 registered contenders, many who do the championship year in year out it was going to be a steep learning curve. My car the 'infamous' Orangebox Mini with rally history back to 1962 had been run successfully with just 1000cc under the bonnet all its life but a decision was made to re-engine it to help get on terms with the Porsche 911s and RS2000 Escorts that dominate the events these days.

A chat with Daniel Harper at Mini Sport came up with a suitable spec for the 1293cc engine. A compromise is required between getting the best power/performance yet to keep the car tractable; an engine was built and fitted initially with the twin 1.25" SU carburettors off the old 997 engine. Along with going through the car to make sure it was fully fit myself and regular navigator, Bob Hargreaves from Ulverston were looking forward to round 1!

The format of the events follow a similar pattern, comprising normally six regularities along with special tests of which there could be anything from 8 to 20 of them, in a route of around 150 miles. The regularities are usually held on public rural roads whereby you leave the start control and have to average a set speed throughout the section, sounds easy until you arrive in a control where you then lose 20/30 seconds while stationary, complicated by the fact the required average speed could change three or four times!. These sections can last up to an hour with several controls, and in some areas, namely Wales and Yorkshire where the route will go off on private land and you have to really push to stay on time, usually on unsurfaced roads. These regularities are timed to the second.

Some regularities are held solely on private/forestry commission land and are like 'old style' night road rallies, i.e. Very quick, with lots of controls close together, tricky junctions etc. The special tests are driven as fast as possible on every type of surface from farm tracks to kart circuits and everything in-between, with the odd Autotest type test.

Friday 28<sup>th</sup> February saw us set off to Beeston in Cheshire with crew and car looking resplendent in their new Mini Sport decals/clothing. Knutsford DMC had attracted a 76 car entry for their very popular event with us seeded at car 19. We had fitted 'knobbly' type tyres in readiness for the muddy lanes and loose surfaced tests. We had a trouble free day and were pleased to finish the event 8<sup>th</sup> overall. Winners were Mallagh in a Porsche with another 911 of Howard Warren second then John Ruddock's 2-litre Escort. The power of the new 1293 engine came in very useful and we raised a few eyebrows with our performance on the tests!

A few weeks later we set off to the York area for round 2 the North York Historic, the Orangebox now running on twin 1.5" SU carbs and fitted with a new set of A008 Yokohama tyres on. A 60 car entry was received by the organizers who had seeded us at car 8. The morning went well though I thought we could do better on the tests, our times were good, but I felt we would have been quicker on the 'knobbles', at lunch we very happy to see we were leading!! The afternoon went really well on the regularities, Bob doing a sterling job, but the tests in Duncombe park were very rough, and along with heavy rain I eased back with us finishing the event 3<sup>rd</sup> overall, behind winners Matt Warren in his Burton powered Escort and Mallagh in the very quick blue 911, we also won our class, an excellent days work!

The 13<sup>th</sup> April (my wedding anniversary!) we were back in Yorkshire for round 3 the Ilkley Jubilee, the organizers had received 72 entries and had seeded us at car 5. We were looking forward to this event, we had been 5<sup>th</sup> the year before with the 997 engine. Our day started well but then on regularity the trip meter 'froze' which picked us up penalties. I had a mess with the sensor for the trip and it behaved itself for a while before going off and back on again another three times, absolutely disastrous!! This was a big disappointment to us and we ended the day in a disappointing 12<sup>th</sup> overall with John Ruddock in the Escort winning.



*(Continued on Page 51)*



## **HRCR 2014 Historic Road Rally Championship Review**

**Steve Entwistle & Bob Hargreaves**

**Continued from page 50**

Less than a month later saw us on the first of a summer of events all based a long way from home and we set off to compete on Ecurie Cymraegs Leukaemia rally based at Chepstow racecourse. They had a 48 car entry with a few of the regulars not entering but made up for with some quick local crews, we started at car 7 this time. The day got off to a good start with us getting FTD on the first of 21 tests, all of which were extremely fast! We had a good day marred by a 'wrong slot', we corrected it and went back but followed two other competitors into the long dusty sequence of dusty 'white' roads, the first moved other at the first opportunity, as you should when caught, but the other, a local, wouldn't move. The result of 6<sup>th</sup> overall was pleasing, though that wrong slot/baulk cost us a secure 3<sup>rd</sup>!

Less than three weeks later saw us trekking all the way down to Ashford in Kent for Blackpalfrey Motor clubs Hughes Rally. They had 48 cars on their event with us seeded at car 7 again. We had a good day on the tests, second fastest overall with me winning an award for the performance, unfortunately Bob had a poor day by his standards and we were very down with our 12<sup>th</sup> overall, Ruddock winning in his Escort, Warren second in his 911 followed by John Abel in his fearsome GT40 spec (!) Sunbeam Tiger.

After a break in July and the beginning of August, the 21<sup>st</sup> saw us down in Diss in Norfolk for round 6 Chelmsford MC East Anglia Rally. A smallish entry of 43 started on a very warm morning that was to get blistering hot as the day went on with many cars struggling with the heat on the long fast airfield tests. Yet again we started at car 7. It was a very tough day, the tests very rough in places and very hot and dusty, many of them run twice with cars starting at 30 second intervals, on one test we caught and passed the Cooper 'S' that had set of 30 seconds ahead of us. At the lunch halt we were lying 3<sup>rd</sup> overall, but the car was running very hot, as were the other competitors, a line of cars all with bonnets up/removed while the crew refuelled!!

Disaster occurred in the afternoon on a regularity, which was on private land; 15 mile long with many controls consisting of three laps of tracks and ex WW2 runway, arriving at a junction in the dust at over 60mph Bob called left only to realise at the last minute we should have stayed right!! I was mortified, the penalty being 5 minutes, dropping us way outside the top ten, 15<sup>th</sup> overall, though we still managed a trophy for 2<sup>nd</sup> in the class! Winners were Ruddock/Pullan again in the very quickly driven white MK1 Escort followed by the Powley's 2.4 911 and Roger Kilty 3<sup>rd</sup> in his immaculate and very quick yellow full GP1 droop snoot RS2000. The good news was due to competing and finishing every event so far we were leading the championship at this point.

The 19<sup>th</sup> July saw us down in Ross-on-Wye for the next round, the Ross Traders rally. They had attracted a 53 car entry for their event which has a reputation for being one of the toughest in the championship. We were both 'fired up' and determined to get a good result. The event turned out quite enjoyable with the first tests in Clipstone forest smooth and flowing and very enjoyable. The car was going as well as ever, a Kenlowe fan had been fitted the week before at Mini Sport plus a few other jobs, and myself and Bob held it all together to get a well-earned and much needed 4<sup>th</sup> overall, behind Griffiths in his very rapid 8-port crossflow Mini Clubman GT, winning our class into the bargain!

Only three weeks later we were back in the north of England for round 8 the ST.Wilfreds rally, the organizers attracting a quality 52 car entry. We were running on the knobbly type tyres again as most of the tests were on loose/broken surfaces with three of them on the access roads and circuit of York Autograss clubs home circuit. We had an excellent day with no real problems, a lot of the tests seemed to suit a quick Escort, though we had many top three times, with one using fast farm tracks ending with some very twisty stuff with two Minis at the top of the time sheet with Griffiths piping us by 1 second in the 8-port Clubman and us a full 10s seconds up on the third and fourth fastest cars, both Escorts!

**(Continued on Page 52)**





We finished the event 3<sup>rd</sup> behind Ruddock's Escort and Warrens 911, with another three RS2000s behind us in 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup>. I was very happy with this result, and proved that myself Bob and with the very competitive Mini Sport engine could split the all-conquering Escorts. We also gained another class win and improved our championship points, a grand day out!

Just over a month later we were in North Wales for Guy Woodcocks Vale of Clwyd rally, which has a fearsome reputation. This event normally attracts a boat load from Ireland getting in some practice for the Rally of The Tests in November which in 2014 was based mainly in Wales. Myself and Bob had done this event twice before, never getting a particularly good result, but both times setting fastest time on the first special test both times. The entry was oversubscribed with 70 cars plus a reserves list, we had been seeded at 3 which Bob wasn't comfortable with so a chat with the organizers saw us start at 9 with Mallagh swapping places with us in his 911.

The day started well with us fastest on that first test again (!) beating multiple Irish rally/Rally cross champion Dermot Carnegie partnered by Paul Bosdet in an Escort that reputedly cost over £100k! Onto the first regularity it was going well, finding a tricky slot off left through a hole in the hedge(!) for the first control, this only five minutes in to the event proper. Later on we dropped time after a minor wrong slot with a confusing approach were two roads met alongside each other, we avoided a WD (coming in the control from the wrong direction), but dropped time retracing our steps with the correct approach up from a fast flowing ford being twisty and slippery with traction at a minimum.

Before lunch there was a batch of five special tests, the first two in a steep twisty wood/forest. The cars were set off at 30 second intervals, at the last junction first time through you kept right to the finish, then came back up the public road to do it again but on the second run you hairpinned left at the last junction to finish through some downhill twisty cambered corners. While waiting for our first run (we were running out of position at this point), the Powley's came past for their second run they slowed as they passed and shouted 'Steve, watch the stones!!' me giving them the 'thumbs up!'. We started the test which had indeed lots of loose stones, we sat on the sump guard on the start line were the Escorts and 911s had dug trenches with the rear tyres as they set off, the test was very rough in places with us riding on the sump guard for stretches on very narrow tracks. In hindsight if we had realised it was going to be as rough we could have raised the car before the event with the Mini Sport Adusta-Ride suspension we have. Anyway we got round to start our second run but after the hairpin near the finish we came round a corner and hit some bedrock with an almighty bang, as we left the finish marshal I looked at the gauges and saw that the temperature gauge was off the dial. We stopped and removed the bonnet, oh dear! It seems the massive bag had forced the radiator fan and cowl together which had jammed and bent all the blades on the steel four blade and ripped the fan belt off. We carry a spare fan belt with us so we set to with the tools I carry, firstly bending the fan blades so that the fan would rotate, one blade was bent through 180 degrees, if this had been a plastic fan we would have had no blades left. The old fan belt was jammed everywhere it could get locking up the water pump pulley etc., and it was all very hot. This had taken us twenty minutes and on this event there is only 15 minutes lateness allowed unlike the normal 30 minutes. With the car running again we made for the main control with five minutes spare before going over time lateness (OTL). The down side to this is we had to miss the next three tests before lunch and so picking up big penalties. We decided to carry on hoping everything was okay, we wanted to keep our 100% finish record intact and any points we score may come in useful at the end of the year.

First two tests after lunch was that forest/wood again!! Run in the opposite direction I erred on the side of caution and came away intact while still setting decent times. We had a decent run for the afternoon with some good tests and lovely smooth miles in Clocaenog forest on regularity, really enjoyed that from a drivers point on view. The next to last control was in a farmyard where you could see the finish from, all you had to do to get there is hairpin right travel down the edge of two fields, through a gate up a stream(!) and exit out of a bridleway way to the main road and the control, phew, good fun. Our 14<sup>th</sup> overall and 3<sup>rd</sup> in class was quite amazing considering our day and was my best result on this event, those 1293ccs helped!!

**(Continued on Page 53)**





The penultimate round of the championship was the Throckmorton Challenge run by the Historic Endurance Rally Organization. This runs to a different format than the other rounds, is shorter at just a 100 miles most of which is on the RAF Pershore site. They had a 104 car entry and with our Mini being registered in July 1960 as oldest car we started at car 1, not a good place to be! One of the scrutineers at the start was Bill Price ex BMC works team member who we had a good chat to. From the start it was straight into road regularity and it was raining very heavily, we turned left at one point to arrive at the second control, which was there but no marshal! I was about to set off and I saw the marshal running to us from his car 50 yards away, when he got to us he stopped the watch then!! We were now 42 seconds late by our reckoning, after taking our time he then gave us the time clock and held on to our time card, sounds amusing now but it wasn't at the time, Only a few miles in and we had big penalties none of it being our fault.

From this we arrived at the first of 5 tests, it was still heavy with rain, but the tests were very fast with long flat out stretches. After these there was a time card collection and ten minute break, Bob had a chat with Ryan Pickering the navigator in Warrens 911 and we had taken between 3to 4seconds off them on the five tests, rain evens out the power, 100bhp Mini, 200bhp 911! The tests on this event are worked on the fastest in class gets zero penalty , second fastest two seconds and third fastest three seconds etc. If you were in a very competitive class like us it worked against you, we were consistently second fastest in class, beating Howard Warrens 911 and other Minis but John Abel in that fearsome Sunbeam Tiger was beating us, hence we picked up a two second penalty on every test whereas a car in a class with little competition was scoring zero penalties, though they might actually be slower than us! This wasn't going to well!!! Anyway after a wet day that dried out we finished in a lowly 21<sup>st</sup> overall, with slower cars in front of us yet still got a class award.

And so finally three weeks later came the last round the Regis rally all the way down south of England in Sussex, and interesting 50 years to the weekend since the Orange box Mini had finished second on Morecambe CC Illuminations rally, part of the famous and much talked about Motoring News rally championship. After a fraught 7 hour drive via a large car park called the M6 motorway we arrived for scrutineering and noise and passed as usual with no problems. We then set off for our accommodation where things took a turn as I felt very tired and unwell, retiring to bed by 10pm. I was awake and up all night being violently ill and come 6.30am and time to leave for the start of the rally I could barely see straight and just wanted to curl up in bed. I wasn't going to let it beat me after such a long year and I dragged myself up and we set off to the start, the entry was only a small one for this round with many people on the Rally of the Tests the following week. We started at car 2 and despite me being ill it seemed to be going well, our tests times were right up there, it was much better when I was focused, though anything else was difficult, I spent the lunch halt sleeping in the car!! At the end the event, which had some good tests at Goodwood and the last at Tangmere airfield, Britain's main airfield during the first world war and home to the famous pilot Douglass Bader we finished the day in 6<sup>th</sup> overall and 2<sup>nd</sup> in class, amazing after not being well.

Howard Warren in the 911 had won the rally and in turn won the championship from Ruddock/Pullan in the Escort. Third in the championship was Matt Warren in the Burton powered red Escort with us fourth in the Mini Sport backed and powered Mini. We have also won the pre-68 historic part of the c/ship as the cars in front are post historic. For a first time attempt at the championship we had an excellent run, the car has been excellent with a 100% start finish record helped by Mini Sport with their superb engine and tweaks and help, Mini Sport know more about rallying Minis than anyone in the business, and myself and Bob Hargreaves are very grateful to Mini Sport and their staff along with my employers BOWKER MINI Preston, Jon Wood, Neil Johnson and our VERY patient wife's!!!

**Steve Entwistle**

ps Got to mention people and efforts/ work/input that without which this year would not have happened, Mick Anderson, Rob Eastwood and Chris Harper of Mini Sport Padiham , for their massive support and not forgetting the man in the LH seat Bob Hargreaves who due to starting and finishing all eleven events and putting in some superb performances, and sitting next to me all day (!), finished the year as 2nd best navigator.

# ***Inside the Industry with Paul Gilligan***

## **New Car Sales Boom Continues**

Although many (including me) have been predicting a slowdown in the rapid increase in UK car sales, October came in at a stonking 14% above last October, raising year to date to a 9.5% increase and seeing over 2M new cars registered by end October for the first time since 2007.

As ever there are winners and losers. Audi continue to pull away from BMW, Mercedes continue to catch up with BMW. Bentley are 22% up on last year and Maserati 275 % up. You did really that right over 1000 new Masers against 271 last year, amazing what starting to offer diesel can do! Lotus up too, but going from 169 sales to 188 is hardly the answer. Within the VW empire it's not just Audi who are doing well, SEAT are 20% up and Skoda over 18%. Mitsubishi and Renault are both well up on what were dreadful performances last year, surprisingly almost the worst score is Mini, over 5% down in a market almost 10% up.

The used car glut I mentioned last month which results from these record new sales is really starting to bite. I was talking to a Skoda dealer friend a couple of weeks ago. He's taken an order for a new car to be delivered in late October. The part exchange was a Volvo. Not wanting to retain that car he agreed a deal to sell it to a Volvo dealer for £10000 provided it was delivered by the end of the month. Unfortunately the new car was late and the Volvo wasn't available until November 4<sup>th</sup>. He called the Volvo dealer to agree a new deal depending (he expected) on how much Glass's Guide had reduced the value in the revised guide. His Volvo friend explained that unfortunately he could no longer buy the car at any price. His dealership was owned by one of the top ten motor groups in the UK, and head office had issued an edict that they had far too many used cars in stock, used sales were slow, and no more stock was to be purchased other than by part exchange. Penalty for disobeying this instruction – instant dismissal. Similar stories abound, and several dealers I know have held big and expensively marketed used car sales events recently with little effect on sales.

If Glasses Guide values continue to drop large dealers will be facing very big year end stock write downs, damaging fragile profitability further. Average dealer profits are about level with last year in spite of increased new sales, evidence of the heavy discounting needed to achieve these sales.

## **Electric Cars**

It will surprise my regular reader, but I'm going to say something positive on this subject this month. Sales remain slow, only 5000 pure electrics registered so far this year out of 2.1M. The positive is (as it was always going to be) a technological advance. And I'm pleased to see it comes from Renault, who have for a long time now been the industry lead balloon.

Renault look like being the first to adopt the aluminium-air battery. I'll not try to explain the technology in detail (I know when I'm beaten!). Suffice it to say that by using these batteries the operating range of the electric Renault Zoe goes from 130 miles to almost 1000 miles between recharging. However you will have to stop after about every 250 miles to top the system up with electrolyte. The aluminium-air batteries are smaller and lighter than the equivalent lithium-ion batteries currently used, and probably less than half the price.

Probably not available for another 4-5 years, this could be the game-changer the electric car fans have been waiting for. And if it all works as planned it will render the current crop virtually valueless.

Meanwhile Mitsubishi have a new boss who has killed off the iconic Evo in order to concentrate on developing electric cars and hybrids. The last UK Evo has been sold in the last few weeks. Meanwhile the Mitsubishi Outlander plug in hybrid has easily become Britain's best selling plug in car. Since it was launched it has outsold the Nissan Leaf by 2 to 1 and the much-hyped BMW i3 by more than 10 to 1. Helped by me selling one this week!

It seems you may have to get used to me saying nice things about electric cars.

## **Manufacturer Standards Battle Continues**

Despite dealer profit margins being thin, despite the growing part played by the internet in customers research and even purchasing, manufacturers continue to demand bigger and better showrooms from these dealers. I referred to this problem recently, but it seems to be even bigger than I thought.

Earlier this month I received a call from the Senior Salesman at Creamer's of Kensington, one of London's oldest established Jaguar dealers. I've done quite a bit of business with them over the years, and the service has always been excellent, which is why I keep going back to them for Jaguars required in the South. Purpose of the call was to tell me that after 50 years Creamer's were to close as Jaguar sales dealers at the end of this month, but will continue as authorised service dealers. So he would be out of a job after 10 years. The reason is simple, they cannot afford or justify the investment required to meet Jaguar's new showroom standards.

I find this very sad. Sidney Creamer, who founded the business was a wonderful man. I had the pleasure of sitting with him at a Jaguar dinner about 10 years ago. A true enthusiast, he had been very much part of the motor racing scene in the 1950s and early 60s. His fund of stories about those times, and the likes of Moss, Hawthorn etc were as brilliant as they were unprintable. As the nearest dealer to Buck House Sydney was entrusted with the delivery of all new Jaguars required by members of the Royal Family. This he always did personally, even being the last person to polish the leaper on the bonnet before taking the car to the Palace. Had he not wanted to do the job himself he soon had no choice, the late Queen Mother for one insisted on it.

He must have impressed because a few years ago, shortly before he passed away, he became Sir Sydney. After his death his management team (to who he left the business, not having any children) resolved to continue to his standards, and they did. Now they can't because they don't have the many millions required to build a property in Kensington that meets Jaguar's new standards. Sadly there are many similar stories around just now.

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## **Nice Buildings, What About the People?**

Manufacturer standards cover hundreds of requirements, mainly about buildings and facilities the dealer must have. In these aspects they go into enormous detail so that every dealership has the same signage, lighting, floor tiles, desks, door handles, etc etc.

As far as people are concerned the manufacturer will specify how many staff and management there must be, and also insist on the number and type of training courses each person must attend each year. What they haven't yet found a way of setting rules for is the to me most important thing, the *quality* of those people. So far too often you have wonderful multi million pound showrooms staffed by people (salespeople in particular) who are frankly well below acceptable. We source between 5 and 10 new vehicles most weeks. We therefore get to talk to lots of dealership sales staff. Many are regulars, because frankly when you find a good one you tend to stick with them, mainly because good ones are so rare. However they don't always have the car we're looking for, in those cases we have to cast the net much wider. We have a system that enables us to email every dealer in the UK for each manufacturer in seconds. So if we're looking for an ex-demo Audi A4 Avant Quattro Auto 2.0 TDi 177ps in black or grey, must have heated seats, must be under 5000 miles and £27000 as we were the other day, we simply email every Audi dealer in the country, then we get to talk to dealers we don't regularly use. Here's some anecdotes from this and other enquiries, all of the took place this month:

1. We sent an enquiry to every VW dealer for a new car. Almost immediately we received what was obviously an automated reply from the Customer Car Manager at one large dealership. She explained how delighted and grateful they were to have received our enquiry, that it had already been passed to one of the sales team, and that that person would be in touch very soon. All very impressive, problem is that was 3 weeks ago and they haven't got round to calling us yet.
2. An Audi enquiry resulted in me receiving a call from a London dealer salesman. Once he had established that I was the person who had sent the email and required a new £45000 car he enquired after my health by saying "Y'allright mate?" Call me old fashioned but until I picked that phone up I'd never had any contact with him. I'm hardly his "mate" yet, nor he mine. I don't expect or want to be called Sir, but surely one of the expensive training courses he went on should have covered the basics of opening a conversation with a customer?
3. We were looking for a limited edition Skoda Yeti for a customer. Unfortunately the Skoda website didn't have detailed information on either specification or price, so I called Skoda UK customer helpline. They gave me some specification information that the lady "thought" was correct, but said they didn't know the price of any of their cars, I would have to call a dealer. I said that Tesco's knew the price of thousands of items in their stores and on their website, the reply was that selling cars was more complex than groceries.
4. Determined to get accurate information for our customer we then embarked on calling dealers. Jacqui called one dealer and was put on hold while the switchboard lady tried to find a salesman. After about 5 minutes, which as ever seemed like 5 hours, she was told "Sorry all the salesmen are busy, you'll have to call back". No offer to take our number and call us back.
5. I then spoke to another dealer where the salesman could give me the on the road price but not the split between the price of the car, on the road costs, and VAT. This I needed to structure the discounted deal for my customer. The salesman said his manager had that information, but he was "in a meeting".
6. Still determined Jacqui phoned a third dealer where the salesman gave her the price information. He wasn't sure about specification, but eventually obtained it by shouting across the showroom to a colleague while Jacqui was still holding on.  
I don't care how much the showroom these people were sitting in cost, how expensive and attractive the floor tiles were, and so on. None of those dealers did or will get our business, because their people are as bad as their showrooms are good.

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### **The FIA has announced that the running order on WRC events will be changed next season, with it set by championship position on both Friday and Saturday.**

This season it has been set by championship position only on the opening day, before the rally classification is reversed on subsequent days.

The decision was confirmed after a vote by members of the World Motor Sport Council. "The running order for FIA World Rally Championship events will be in Championship order for Friday and Saturday. On Sunday, P1 and P2 crews will run in reverse classification order. P1 and P2 drivers who have retired will restart the subsequent day/s at the front of this group," the FIA stated.

The FIA also added that rallies will continue to be organised over two and half days, from Friday to Sunday, with a minimum of 300 kilometres of special stages.

"A ceremonial start or super special stage can be organised on Thursday," the FIA continued. "Organisers will also be encouraged to ensure their event has unique qualities, new and longer stages to help create closer competition and fresh opportunities for the media."

# Lewis Hamilton overtakes Rosberg

## to win United States GP

**Lewis Hamilton caught and passed Mercedes team-mate Nico Rosberg to win the United States Grand Prix and extend his World Championship lead.**

Hamilton took his 10th victory of the season thanks to a late and brave move down the inside of Rosberg at Turn 12, after erasing the German's lead.

The result extends Hamilton's lead over Rosberg to 24 points with 75 available in the two remaining races.

Red Bull's Daniel Ricciardo drove superbly to beat the Williams to third.

Hamilton's victory will be another psychological blow for Rosberg, who arrived in Austin, Texas, admitting he needed "three strong races" to have any chance of beating his team-mate to the title.

The Briton looked the quicker of the two through the practice sessions, but Rosberg took pole after his team-mate hit trouble with his brakes in qualifying.

Rosberg converted that into a lead at the first corner but the fact Hamilton was able to follow within a second of him through to their first pit stops suggested the Englishman did indeed have a pace advantage.

The German's lead gave him the strategic advantage of making his first stop before Hamilton, on lap 15. Hamilton was in next time around and rejoined 2.8 seconds behind.

Five laps later, Hamilton was within a second of the leader and on lap 24 he made the decisive move.

He set the fastest first sector time of the race to that point, to put himself closer to Rosberg's tail as they entered the hairpin before the long straight.

Hamilton then dived for the inside at Turn 12, the hairpin at the end of the straight.

The move seemed to catch Rosberg unawares. He initially moved to defend, before realising that doing so would breach the rule that forbids changing line in the braking zone.

Hamilton, on the inside and alongside, ran his team-mate out to the kerbs, ensuring he held the lead.

Rosberg kept the gap between them stable at 1.4 seconds for a few laps before Hamilton extended it by a second over laps 30 and 31 to give himself some breathing space and then controlled the race to the end.

It was Hamilton's fifth victory in succession, 10th of the season, and the 32nd of his career, which means he has more career wins than any other Briton, passing Nigel Mansell, and has equalled the tally of his great rival Fernando Alonso.

Hamilton and Alonso are now equal fifth on the all-time F1 winners' list.

Behind the dominant Mercedes, Ricciardo fought back after dropping to sixth at the start from his fifth place on the grid.

The Australian passed Alonso's Ferrari at the restart after an early safety car period caused by Force India's Sergio Perez crashing into Sauber's Adrian Sutil on the first lap.

Ricciardo then passed Valtteri Bottas's Williams by making his first stop a lap earlier than the Finn, and did the same to the lead Williams of Felipe Massa at their second stops.

It was another stirring performance by Ricciardo, who has emerged as a major star in his first season in a leading team, putting team-mate and four-time world champion Sebastian Vettel in the shade.

Alonso took sixth, running a very long middle stint in the Ferrari, and holding off the fast-finishing Red Bull of Vettel on the last lap.

Vettel fought through the field after a late stop for the faster soft tyre, gaining seven places as a result after a pit-lane start and a strategy that required patience and care to do two long stints on medium tyres before his final push.

McLaren's Kevin Magnussen took eighth and Toro Rosso's Jean-Eric Vergne ninth ahead of Lotus's Pastor Maldonado.

But the Frenchman was given a five-second penalty for an aggressive pass on Romain Grosjean, who finished 11th, promoting Maldonado to ninth and dropping Vergne to 10th.

McLaren's Jenson Button dropped from eighth to 12th in the final laps as he struggled on worn tyres.





## F1 Barazilian GP Nico Rosberg beats Lewis Hamilton to Brazil win

Nico Rosberg held off Mercedes team-mate and title rival Lewis Hamilton to win a race-long battle at the Brazilian Grand Prix. Hamilton fought back to close a seven-second margin after a spin at about one-third distance just as he appeared to be set to take the lead. But Rosberg did just enough to hold him off in a tense final part of the race. It reduces Hamilton's advantage in the title to 17 points, with 50 available in the final race in Abu Dhabi.

Hamilton can win the title by finishing second to Rosberg in Abu Dhabi on 23 November, even though double points will be on offer. But the Englishman may rue a half-spin on lap 28 which, as it turned out, decided the race in Brazil. Rosberg had made his second pit stop on lap 26, with Hamilton less than two seconds behind him. Hamilton stayed out. He set the fastest lap of the race to that point next time around, having set three sectors that were the fastest anyone had set up to that point.

The Mercedes engineers calculated that his first lap had not been enough to leapfrog him ahead and decided to keep him out for one more lap to give him extra time to build the advantage he needed. But he dropped a wheel on to the white line on the entry to Turn Four, the Descido do Lago and ran wide into the run-off area, half-spinning. The incident cost Hamilton seven seconds, which he reduced to two over the course of their third stint.

Rosberg came in first for his final stop, on lap 50, with Hamilton making his a lap later, and their battle resumed with them half a second apart on lap 52, 19 from the finish.

Hamilton, clearly faster, stayed within a second of Rosberg for the remainder of the race but was never close enough to make a passing attempt.

Rosberg thus took his fifth win - his first since Germany back in July - while Hamilton has 10 victories.



## Lewis Hamilton wins world championship in Abu Dhabi

Lewis Hamilton clinched his second drivers' world championship with a comfortable victory in the season-ending Abu Dhabi Grand Prix.

The 2008 champion became only the fourth Briton to win two world titles.

Hamilton, second in qualifying, took the lead at the start and controlled the race, as Mercedes team-mate and title rival Nico Rosberg suffered car trouble and finished 14th.

Hamilton levels Jim Clark and Graham Hill on two titles, one behind Sir Jackie Stewart.

He joins a number of other drivers on two titles, including his great contemporary rival Fernando Alonso. Michael Schumacher is the all-time record holder with seven, while the most successful current driver is Sebastian Vettel on four. Rosberg, who started on pole, was left struggling by the failure of his hybrid system. With two laps to go, he was told to retire by his engineers at Mercedes. Hamilton stood on his car to celebrate after he returned to the pits and then went over to embrace girlfriend Nicole Scherzinger and his family, who had flown in for the race day to support him.

The Englishman's win was his 11th of the season, compared to Rosberg's five, and he finished 67 points clear at the top of the title standings. It was the 33rd win of Hamilton's career, moving him clear of his great rival Fernando Alonso into fifth in the all-time list. Rosberg, who entered the race needing to win and hope Hamilton finished lower than second in order to win the title, was never in the position he needed to overhaul his rival.

While Hamilton made a perfect start to the day-night race under the setting sun at the impressive Yas Marina circuit, Rosberg's Mercedes bogged down and the Briton was into the lead well before braking for the first corner. Hamilton completed the first lap 1.2 seconds in front, and inched clear until he was 2.7 seconds in front by the time he made his first pit stop on lap 10, always giving the impression of being in control.

The gap stayed at about that margin until lap 23, about half-distance, when Rosberg suffered a failure of the energy recovery system on his Mercedes. From then on, it was a matter of damage limitation for Rosberg, who asked his team to tell him what he needed to do to finish in the top five - the result that would give him the title should Hamilton retire. But lacking 160bhp for 33 seconds of the lap, Rosberg was helpless as he slipped down the field, battling problems with his brakes, which were put under extra strain as a result of his problems.

Williams took a shot at beating Hamilton to the race win by putting second-placed Felipe Massa on to super-soft tyres for a short final stint at his final stop with 12 laps to go.

Massa closed to within nine seconds of Hamilton with eight laps to go and kept reducing the gap but Hamilton controlled his pace to ensure he had plenty of margin in hand to keep Massa at bay. Williams took a double podium with Valtteri Bottas taking third, ahead of Red Bull's Daniel Ricciardo, who drove brilliantly to take fourth after starting from the pit lane because both Red Bulls were found to be illegal after qualifying. Jenson Button took fifth for McLaren in what could be the final race of an illustrious career - the team have yet to choose whether Button or team-mate Kevin Magnussen will partner Fernando Alonso, who is moving from Ferrari, in 2015.

The Force India team used an inverted tyre strategy to take a strong sixth and seventh with Nico Hulkenberg and Sergio Perez. Ricciardo's team-mate Sebastian Vettel, who also started from the pit lane, was eighth.

Alonso, in his last race for Ferrari took ninth, ahead of team-mate Kimi Raikkonen and Magnussen.



# World champion Sébastien Ogier ended the WRC season on a winning note after claiming his eighth victory of the year at Wales Rally GB.



**Thursday :** Sébastien Ogier took the early lead of Wales Rally GB after posting fastest time through Friday morning's opening two special stages in Gartheiniog and Dyfi.

## **SS1: Gartheiniog 1, 14.58km**

A classic test to start the 2014 rally. It's fast with plenty of challenging corners and follows the same route as last year. The start is muddy with a series of junctions but the road improves noticeably for the final 4km.

## **Dyfi 1, 21.90km**

Another famous test that is identical to 2013. It's fast and flowing on a good surface, but several corners hide puddles on the inside. It starts in the open before becoming narrower at 14.50km, and the final 2km are the toughest of the stage.

The newly-crowned world champion was 4.5sec faster than Volkswagen Polo R team-mate Andreas Mikkelsen in the opener and 4.3sec up on Jari-Matti Latvala in Dyfi to hold an 8.9sec advantage over Latvala. Heavy overnight rain ensured the forest roads were incredibly slippery and conditions worsened with the passage of every car, as Mikkelsen found to his cost in Dyfi. Two fourth-fastest times for Mads Østberg put the Citroen DS3 pilot in third, but already 21.7sec down on Ogier. Mikko Hirvonen, driving his final event before retirement, was 1.4sec behind in fourth. Fifth-placed Thierry Neuville reported no issues with his Hyundai i20 after a wiring loom problem following shakedown yesterday which meant the Belgian walked over the start podium last night but Henning Solberg emerged from Dyfi with his Fiesta RS running on three cylinders.

**Friday :** Sébastien Ogier held a slender lead over Jari-Matti Latvala after the Volkswagen duo dominated Friday's slippery opening leg at Wales Rally GB. Both claimed four stage wins and although Ogier was never headed, he was unable to shake off his Polo R colleague and led by 6.6sec after eight muddy forest speed tests covering 145km in mid-Wales. The newly-crowned world champion won three of the four morning tests to lead by 9.5sec at the mid-leg service in Newtown, but Latvala took the afternoon honours as the polished surface made conditions even more slippery.

Ogier misjudged a hairpin on the afternoon's opening stage while Latvala admitted he was lucky not to roll after hitting a hole in the first test. Mads Østberg and Mikko Hirvonen, tackling his last rally before retirement, fought over third for most of the day. The Norwegian held the advantage this morning but Hirvonen moved ahead to finish 1min 07.2sec off the lead in his Ford Fiesta RS.

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Østberg became increasingly frustrated with the handling of his Citroen DS3, and dropped to fifth in the final stage. Kris Meeke benefited from his team-mate's struggles to climb to fourth, despite a 10sec penalty for a jump start in the opening stage. He was 7.7sec behind Hirvonen and 0.7sec ahead of Østberg, despite twice making a mistake at the same hairpin.

Thierry Neuville was sixth in a Hyundai i20, the Belgian one of many drivers to lose time at a tight hairpin in the final stage. Elfyn Evans, Ott Tänak, Henning Solberg and Martin Prokop completed the leaderboard, all in Fiesta RS cars.

Solberg lost time with a morning misfire while Prokop spun into a ditch in the final stage. Andreas Mikkelsen retired his Polo R with broken suspension after hitting a bank while in second and Juho Hänninen went out after going off. Robert Kubica survived a brush with a bank, a spin and an overshoot to lie 11th, while power steering problems and front differential issues delayed Hayden Paddon's i20 in 12th.

## Saturday :

### Stage info: SS13 : Chirk Castle, 2.06km

This fan-friendly parkland test runs on asphalt through the grounds of Chirk Castle. Drivers must use gravel tyres which will provide plenty of slides for the crowds to enjoy. There are many tight junctions and the highlight is the section where cars blast past the castle itself.

Sébastien Ogier completed Saturday's opening loop of speed tests at Wales Rally GB with a comfortable lead in his Volkswagen Polo R. He completed the fan-friendly Chirk Castle parkland stage with a 1min 10.1sec advantage, the Frenchman relaxed after the pressure on his lead was removed in the morning's opening test when team-mate Jari-Matti Latvala slithered off the muddy gravel road and into a ditch.

Behind Ogier, there was a thrilling three-car fight for second. Mikko Hirvonen held the advantage in his Ford Fiesta RS after Latvala's crash, but Mads Østberg put together a string of good times in his Citroen DS3 to move ahead of the Finn in Chirk Castle by 0.7sec.

Kris Meeke, who stalled his engine earlier in the morning, was a further 0.7sec behind and the battling trio pulled clear of Thierry Neuville's Hyundai Elfyn Evans delighted the Welsh fans by holding sixth in a Fiesta RS, ahead of Estonian Ott Tänak. Henning Solberg was fastest in Chirk Castle en route to eighth, with Martin Prokop and Latvala completing the leaderboard, the Finn struggling with a broken damper after his crash.

Road opener Andreas Mikkelsen enjoyed the best of the conditions in the increasingly slippery forests and was fastest through the first four stages in his Polo R.

In WRC 2, Jari Ketomaa led by 56.5sec from Bernardo Sousa, with title favourite Nasser Al-Attiyah up to seventh, which would be sufficient for the Qatari to claim the support category title.

Alastair Fisher headed the JWRC standings by 1min 06.3sec from Martin Koči, with Henry Haapamäki third, a further 9.7sec behind, on his series debut. Mikko Hirvonen regained second place in Wales Rally GB as his fierce three-car battle with Kris Meeke and Mads Østberg took more twists in Saturday afternoon's opening two stages.

Stage info: SS14/15

### SS14: Clocaenog East 2, 8.25km

This stage was used in the reverse direction last year and includes sections of Thursday's shakedown. The road has been regraded and is smooth, but is likely to cut up as more cars pass through. It is fast, with the potential for big cuts in the corners.

### SS15: Clocaenog Main 2, 13.74km

A new test over fast and flowing roads that was used in the opposite direction in 2011. A real drivers' stage, where those who are brave could gain valuable seconds. This rally is the last time Clocaenog will be available for several years due to the construction of wind farms.

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Østberg's hold on the position disappeared as he left the mid-leg service in Deeside when he was handed a 10sec penalty for checking in late at the start of SS12 this morning. Østberg was delayed as he worked on an intercom problem in his Citroen DS3, but insisted he was on time.

That restored Hirvonen to second but Meeke was fastest through Clocaenog East in his DS3 to move ahead by 1.1sec. Hirvonen retaliated by winning the next stage in his Ford Fiesta RS to head the Northern Irishman by 3.3sec, with Østberg a further 14.7sec behind.

The morning pass through the stages polished the surface bed-rock and drivers were shocked by how tricky the conditions were. Sébastien Ogier was fourth and eighth in his Volkswagen Polo R and his lead stood at 1min 03.0sec.

Andreas Mikkelsen was second quickest in both stages despite no intercom after a mix-up when changing helmets in service. Martin Prokop overshot a hairpin in Clocaenog East and had to reverse, and then punctured a rear right tyre on 'Fiona' the Fiesta RS in the next test.

**Sunday** : Kris Meeke closed on Mikko Hirvonen through Sunday's opening two stages at Wales Rally GB in their huge battle for second – but the Northern Irishman came close to throwing it away in the muddy conditions.

**Stage info: SS18/19**

**SS18: Brenig 1, 10.81km**

After a fast start, the road narrows after 2km before a 1.3km stretch of asphalt. The route then crosses moorland before running alongside Llyn Brenig reservoir, offering stunning views for the final 4km to the finish. It's a brand new stage.

**Stage info: SS19**

**SS19: Alwen 1, 10.04km**

The stage is fast from the start but the road is bumpy and messy. It's narrow for most of the way but the speed picks up along a couple of fast straights. The first few kilometres run alongside Alwen reservoir and logs line the road in places.

Meeke was 0.3sec quicker in Brenig and set second fastest time in his Citroen DS3 in Alwen to claw back another 1.0sec. It left the gap at 2.1sec, but Meeke was relieved to escape from a Brenig ditch. Hirvonen damaged the rear of his Ford Fiesta RS after clipping the finish arch in Brenig and admitted he was frustrated.

Leader Sébastien Ogier took no risks in the slippery forests. He was 13th in Brenig and ninth in Alwen, and although the pace of Meeke and Hirvonen's battle drew them nearer, Ogier held a comfortable 43.6sec advantage. Mads Østberg was fastest in both stages to extend the gap over Thierry Neuville to 12.1sec in their fight for fourth. Neuville admitted he was lucky to escape a lurid slide in Alwen after a pace note error.

Road opener Andreas Mikkelsen was second in Brenig but went off 1km from the end of Alwen and his Volkswagen Polo R was stuck. Ott Tänak punctured the front left tyre on his Fiesta RS while Henning Solberg retired in the liaison section after Alwen with a fuel leak.

Mikko Hirvonen tightened his slender grip on second place at Wales Rally GB through Sunday morning's two short parkland stages in Kinnel Park.

**Stage info: SS20/21**

**Kinnel Park 1 & 2, 2.21km**

A throwback to the spectator stages of the Lombard RAC Rally era, Kinnel Park was used last year for the first time since 1976. It follows virtually the same route as in 2013 over asphalt, gravel and grassy roads around the estate, and is very fast in places.

After losing 1.3sec to rival Kris Meeke in the opening two forest stages, he dropped a further 0.5sec in his Ford Fiesta RS in the first pass through the fan-friendly test after a mix-up at the start left him fuming. But a fired-up Hirvonen blasted through the second pass 3.0sec faster than the Northern Irishman to earn a little breathing space.

Meeke punctured a tyre during his trip along a ditch in the opening stage and with only one spare onboard his Citroen DS3, he cannot risk another flat as Citroen attempts to seal second place in the manufacturers' championship. Jari-Matti Latvala was fastest in both tests in his Volkswagen Polo R.

Sébastien Ogier mastered the muddy forest tracks to lead the three-day event from start-to-finish in a Volkswagen Polo R, measuring his pace through the final two legs to win by 37.6sec. Mikko Hirvonen claimed an emotional second place in his final rally before retirement after holding off Kris Meeke in a titanic battle. The pair fought tooth-and-nail until Meeke damaged two tyres after skidding into a ditch and plunged to sixth.



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It allowed Mads Østberg to take third in a Citroen DS3, the Norwegian finishing 26.0sec behind Hirvonen's Fiesta RS. Ogier fought with team-mate Jari-Matti Latvala through Friday's opening leg. But when Latvala slid into a ditch and dropped three minutes yesterday morning, Ogier was handed a 70sec lead and throttled back in the treacherous conditions.

Hirvonen, Meeke and Østberg traded places as they fought for second. A 10sec time penalty for arriving late at a time control and a delaminated tyre cost Østberg valuable time on Saturday and left his rivals to duel for position.

Meeke pushed so hard he damaged two tyres after ditching his DS3 in Sunday's opening stage. The Northern Irishman continued at unabated speed but, with just one spare onboard, he lost more than 90sec in the final two tests as the tyres cried enough.

Østberg was under threat from Thierry Neuville but outpaced the Belgian today to finish 11.3sec ahead of the Hyundai i20, securing second in the manufacturers' championship for Citroen.

Welshman Elfyn Evans delighted his home fans by relegating Meeke in the final stage to claim fifth in a Fiesta RS.

Estonian Ott Tänak survived a final day puncture to finish seventh in a Fiesta RS with a recovering Latvala, Martin Prokop and Hayden Paddon completing the leaderboard.

## Rallying 'Low Life'

Unfortunately I would just like to make the good rally people aware of 'low-life' within our community.

I have been competing on rallies from club 12 cars to International level for 35 years and in all that time I have never come across such dirty foul play as we experienced on the Rally GB National Rally.

Jason Youde and I had two days of really enjoyable rallying before we returned to the Service Park in Deeside on Saturday evening very satisfied with our position, leading the 2-litre class by over 2 minutes. After giving the car a thorough check over and service we left the car in our gazebo at about 8pm on Saturday evening. However on our return on Sunday morning it seems that someone had decided that we were not going to win the class and had punctured the radiator with a screwdriver (or similar tool). It was just fortunate that due to a separate issue we started the engine with just sufficient time to see the problem and fit a spare radiator.

We are 100% certain that this was foul play and everyone who looked at the radiator agreed that it could only have been holed like that as a deliberate act.

To our knowledge we were the only car that suffered damage like this, leading us to believe we were deliberately targeted. As we are not aware of anyone having a personal grudge against us, I'll let others make up their own minds as to who might have been guilty of this sabotage.

Over the years I have seen all sorts of 'rallymanship' and protests in order to gain a place but I always thought to deliberately tamper with a competing car is seriously below the belt.

If it was a fellow competitor who was involved in this they are obviously more desperate for silverware than I am, so if they want to get in touch I'll gladly hand over our class winning cup.

**Dave Read : Warrington & DMC**

## The BTRDA can now confirm the 2015 calendar for the REIS Ravenol BTRDA Rally Series.

The BTRDA Rally Series, which includes the Gold Star, Silver Star, 1400 and Rally First Championships plus the BTRDA Historic Cup, will continue to provide the best selection of cracking one day forest events with the final championship results based on your best 6 scores from the first 8 events started. The advantage of this scoring system for competitors is that you can miss an event for family, business or budget reasons without reducing your scoring opportunities. The one change to the calendar is the inclusion of the Carlisle Rally as a replacement for the Dukeries Rally in both the REIS Ravenol BTRDA Rally Series and the MSA English Rally Championship. This provides competitors with an event in June and brings both the championships back to the forests on the western side of Kielder which we have not visited for many years.

### 2015 Dates

#### 14th February:

Weir Engineering Wyedean Rally - Chepstow

#### 7th March:

Malcolm Wilson Rally - Cockermouth

#### 18th April:

Somerset Stages - Minehead

#### 16th May:

Plains Rally - Welshpool

#### 13th June:

Carlisle Stages Rally - Longtown

#### 11th July:

Nicky Grist Stages - Builth Wells

#### 5th September:

Woodpecker Stages - Ludlow

#### 26th September:

Trackrod Forest Stages - Pickering

#### 17th October:

Cambrian Rally - Llandudno

Thanks to the continued support of REIS there will 1 hour TV programme from each event shown on Motors TV (now on Freeview Channel 71) for the Gold Star, Silver Star and Historic Cup competitors plus a separate 30 minute TV programme for 1400 and Rally First crews, plus end of season review programmes.

The BTRDA Rally Series attracted more than 320 registered competitors in 2014 and is consistently the most popular in the UK. It aims to provide both competitors and followers with some Serious Fun! Regulations for the 2015 Championships are now being prepared and will be available in early December on <http://www.btrdarally.com>

## Governing body launches new website

The MSA has launched its new website to provide a better service to the sport and meet the needs of competitors and volunteers.

The **www.msauk.org** website has been completely redesigned by digital agency MSO.net, providing a more engaging user experience with improved content, style, layout and functionality. Importantly, the new platform will enable the MSA website to develop and change in the future as required. Member services for licensed competitors, volunteer marshals and officials continue to work as before but with an improved interface, while newcomers keen to find out more about the sport can benefit from a raft of improvements to the public-facing portions of the site.

These include an expanded Get Started section, with a range of information, contacts, advice and guidance on all the main types of four-wheel motor sport. News and publications are now easier to find, and there is also a dedicated Resource Centre to house the site's many forms and documents. "In recent years our website has been little more than an administrative tool – and often a confusing one at that," said Rob Jones, MSA Chief Executive. "The new site has been completely overhauled; starting almost from scratch, we have evaluated what the MSA and – more importantly – the sport needs from the site and re-built it in that mould.

"We will make further improvements to our online presence and member services going forward but this is certainly a great start and a giant leap in the right direction. We are confident that motor sport's competitors, marshals, officials,

## Marshals' charity calendar 2015

The Marshals Charity Calendar 2015 – brainchild of Paul Sutcliffe, Oulton Park-based marshal and BRSCC North West Centre race secretary – is now available to order.

Sutcliffe has been a marshal for the last eight years but in 2008 he was diagnosed with Stage 3 Malignant Melanoma. In partnership with photographer Andrea Pennington and Gaynor Stocker, he travelled across the UK to visit circuits, teams and drivers for 12 separate photo-shoots. The calendar costs just £10.00 (including postage) and all proceeds raised will go to Melanoma UK.

To order the calendar online, please click here: <http://www.andrea-pennington.com/#!/marshal-charity-calendar-2015/c98f>

## Fire extinguisher installations, marking and servicing

The requirements for fire extinguishers vary according to the type of motor sport, so it is important to have a full understanding when installing any systems.

MSA regulation (K)3 deals with general fire extinguisher requirements, and (K)8 with external circuit breakers. Within (K)8 it is required that the triggering system is located on the lower part of the windscreen, preferably on the driver's side (or on the lower main roll hoop for open cars), or below the rear window.

(K)3.2.2 requires that the exterior fire extinguisher triggering point must be mounted close to – or combined with – the exterior electrical cut-off. Some systems are mechanical; some are electrical.



The images show two different installations that have been encountered at events recently; the top is an acceptable example and the bottom is not.



The external triggering point for the extinguisher and circuit breaker are adjacent and close together, with no confusion as to which is which.

While appearing to have an adjacent fire extinguisher trigger, the black 'button' is the screen wash jet and despite the sticker being on the outside of the car the trigger is internal only

**To have your say on the latest regulation changes proposed by the Specialist Committees, visit [www.msauk.org/regulations](http://www.msauk.org/regulations).**



# 2015 Rally Dates *(Well, some of them)*

## January

17/18th Carvers Traders : Burnham-on-Sea MC

## February

7/8th Bath Festival : Bath MC

21/22nd Illfracombe : North Devon MC

13-15th Tour of Wessex : VCRR

## March

7/8th Primrose : South Hams MC

7/8th Nightmare Two : South Hams MC

## April

4/5th Myotis : Devizes & District MC

17-19th The Flying Scotsman  
The Endurance Rally Association

18/19 Kick Energy Rally of Derbyshire (KERoD)  
Matlock MC

## May

9/10 Altratech 061 : Stockport 061 MC

31st Hughes Historic  
Blackpalfrey MC of Kent

## June

14th Great Glen : Highland CC

## July

18th Ross Traders : Ross & District MSC

## August

15th The Bournemouth Endurance  
Bournemouth & District CC

16th The Blue Streak Targa  
Spadeadam MC

22/23rd Autumn : Highland CC

## September

5th Vale of Clwyd Classic : Clwyd Vale MC

26/27th Autumn : Carmarthen MC

## October

3/4th Exmoor Endurance  
Tavern MC, Minehead MC &  
Burnham-on-Sea MC

17th South West Historic : South Hams MC

## November

5-8th Rally of The Tests  
The Classic Rally Association

7/8th Powys Lanes : Epynt MC

7/8th Barbara Carter Memorial : Exmouth MC

7/8th Illfracombe : North Devon MC

21/22nd Guy Fawkes : South Hams MC

28th Great Bustard  
Salisbury & Shaftsbury CC



## M-Sport managing director Malcolm Wilson has paid tribute to long-time Ford driver Mikko Hirvonen, who announced that he will retire from the WRC at the end of the year.

Hirvonen and his co-driver Jarmo Lehtinen drove for the British-based M-Sport squad for nine seasons between 2003 and 2014 and played a crucial role in securing Ford's back-to-back World Rally Championship titles in 2006 and 2007.

Throughout their career, the duo accumulated 259 stage wins and won 14 rallies at the wheel of Ford Focus RS and Ford Fiesta RS cars built by M-Sport. They finished as runner-up in the drivers' and co-drivers' championships on three separate occasions.

Hirvonen won his home Rally Finland in 2009

*"Mikko and Jarmo have given the team so much over the years and I look back on our time together with a lot of very happy memories," said Wilson (above). "They formed one of the sport's most successful partnerships and we shall not forget their talent, determination and commitment."*

*"They were instrumental in securing back-to-back World Rally Championships for Ford and each of their 14 victories with us holds a lot of very special memories. A lot of crews have passed through our doors, but few were held in as high a regard as Mikko and Jarmo who have always been immensely popular members of the team."*

*"I speak for everyone at M-Sport when I thank them for everything we achieved together and wish them every success and happiness for the future," he added.*







## Rallye du Condroz-Huy

Britain's Kris Meeke came within 38.7sec of a giant-killing victory at Rallye du Condroz-Huy, a round of the Belgian Championship that attracted a trio of star guests in Citroen rally cars.

Going up against a strong field of two-litre World Rally Cars in an R5-spec DS3, Meeke fared best of the Citroen runners. Former world champion Petter Solberg was forced out when his C4 WRC developed a hydraulic leak, while Citroen Racing team principal Yves Matton crashed his Xsara WRC.


Despite his car's inferior spec, Meeke kept the pressure on Belgian Championship frontrunner Kris Princen, who took victory in an ex Mads Ostberg Subaru Impreza World Rally Car.

Solberg was the early pace-setter. Reunited with Phil Mills, the Welshman who co-drove him to the 2003 title, he was fastest on the opening three stages but retired on Saturday evening when his car lost hydraulic power

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5<sup>th</sup> - 8<sup>th</sup> November 2015

WWW.HEROEVENTS.CO.UK

## "Race to a Record"

### Walter Hayes Trophy, Silverstone

**Team Wigton member Michelle Kirkpatrick** took part in the "Race to a Record" at the Walter Hayes Trophy meeting at Silverstone on Sunday. The race organised by the British Women Racing Drivers Club aimed to get the biggest number of female drivers on a grid in the UK in order to get in the Guinness Book of Records and promote the fact that there are plenty of female competitors in UK motorsport. At the same time all the marshal points on the circuit had at least one lady marshal.

The weather was dreadful for the race with heavy rain and wind all the time and Michelle was at a disadvantage as she was in one of few open cars in the race and did not have a roof or windscreen on her MG Midget. Nevertheless she persisted and finished in midfield and helped break the record.



**Tickets On Sale NOW!!**

August 16th 2015  
Bowling Park, Bradford  
Grp B, A, 2 & 4 Rally



Bradford Classic & Performance  
Rally 2015

[www.seetickets.com/event/bradford-classic-performance-rally](http://www.seetickets.com/event/bradford-classic-performance-rally)



## Bath Festival Rally 7/8<sup>th</sup> February 2015

The event will, as usual start and finish at the White Horse Country Park in Westbury, Wiltshire where it will also accommodate the trailer park and noise control. The event will contain 4 smooth special tests to begin followed by an interesting road route which is taking in the best of the last few years plus new roads, and ideas. A lot of work has been put in to ensure a very competitive nights rallying. The event will be the first round of both the ASWMC and the AWMCM Championships. Total mileage will be 140 miles on maps 172 and 183. The entry fee is £85 including two breakfasts at the finish. At the prize giving we will be making a draw for a free entry for the 2016 event. Only competitors present will be eligible. Entries will be limited to 60 on a first come first serve basis. Once again we are supported by Elkins Ford, Stonier Hobbs and Clifford's Recovery. Any further information please phone 07785 352852.

**Regulations are now available and entries open from : [www.bathmotorclub.com](http://www.bathmotorclub.com)**



### Knowldale Car Club

will be running the

## Mini Miglia

touring assembly

on **Saturday 14th March 2015** .

The event will once again start from NWA auctions at Crooklands and finish for fish and chips at Bannys.

Please email me ([steven.warrington@sky.com](mailto:steven.warrington@sky.com)) if you would like a set of regs sending out in the new year, please also feel free to send the email onto anybody you feel would be interested in the event.

We would like to get some feedback from last years competitors to find out what they did and didn't enjoy . We would like to know if you would like the event limited to just classic cars and if you would like more tests to run or non at all ?

Please feel free to send me your comments .

telephone 01706 642302 [www.knowldale.co.uk](http://www.knowldale.co.uk)

**Caernarvonshire & Anglesey Motor Club Ltd**  
Closed to Club Road Rally

## Saturday 6th & Sunday 7th December "D Jones Roofing Contractors Ltd, JJ Brown Memorial Road Rally"

The event is open to 60 cars, every crew must supply a marshal which must be signed on before the competitors. Rally officials may not be deemed as marshals. This years JJ Brown Memorial Road Rally will be held in Snowdonia using Map 115 and the route is approximately 100 miles with minimal use of Triangles and Whites. Experienced Drivers and Navigators will be on hand, should any competitors require assistance with route plotting etc.

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



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## Manx Auto Sport Chris Kelly Memorial Rally Saturday 31st January

As the 2014 rally season begins to near the end, many crews begin to plan their rallying for the next year. For 2015 the Chris Kelly Memorial Rally promoted by Manx Auto Sport on the Isle of Man will return as a stand alone event after a year as part of the Manx National Rally.

The event will move to a single day format taking place on Saturday 31st January and offer crews a total of 86 stage miles over 8 stages.

With scrutineering taking place on the evening of Friday 30th crews will be able to complete a reconnaissance of the stages over a single day ahead of this.

The entry fee for this event is £300 or £580 including the offered travel package (Van and Trailer up to 10.5m + 2 people)

Travel can be discussed with Sally Helwich at IOM Events (<http://www.iomevents.com>) who offers a great service and in addition to your ferry travel will be able to advise on accommodation.

This event is certainly one worth considering to get your year off to a start and offers an ideal shakedown/test event if you will be contesting the MSA Asphalt Championship.

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

Northallerton Automobile Club  
is pleased to announce the confirmed date of  
**Sunday 28th December 2014**  
for the  
**Christmas Stages Rally**,  
to be held at Croft Racing Circuit

## Barbon Hillclimb

We are pleased to announce that the  
**2015 Barbon Hillclimbs will be held on  
13th June and 4th July 2015**

The June event will be the regional championship National B event as usual, but there will be a significant change of date for the Nat A British Hillclimb Championship event that's usually held in May. For 2015, in an attempt to find better weather and to give the ground a chance to dry out, we're moving it to July. Spread the word!!

**A.I Harrison & Co**

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Proposed new date for the  
**John Robson Rally**  
is

**14th MARCH 2015**

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The North East die without a fight !!!!!**

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GPB AND WRC CARS CHAMPAGNE FINISH

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

## Chelmsford Motor Club Wethersfield Winter Stages 18th January 2015

Chelmsford Motor Club is delighted to announce the Wethersfield Winter Stages, to be held on Sunday 18th January 2015. Chelmsford Motor Club is looking forward to bringing stage rallying back to MDPGA Wethersfield after a hiatus of over 14 years. The club intends to run six stages of approximately 65 miles of smooth, twisty challenging stages. Regulations will be published and entries will open during November 2014.

It is with regret that Chelmsford Motor Club has to announce there will be no MGJ Engineering Brands Hatch Winter Stages in 2015. Despite best efforts by all parties involved, a mutually agreeable date could not be reached due to the essential winter maintenance programme necessary at the circuit. Although later dates were available, Chelmsford Motor Club has no wish to impact or clash with events already established in the rallying calendar.

Tony Clements

Whenever I get the flu, I go to bed with a bottle of Whiskey. Within three or four hours it's gone.  
Mind you, I've still got the flu



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## FOR SALE

### 1966 D MGB Roadster

Stuart Turnbull's MG B rally car is for sale:

**1966 D MGB Roadster** in Blue with white Hardtop.

Aldon 1950cc engine, sidedraft 45 Weber, competition  
big bore branch exhaust manifold, electric fan,  
oil cooler, oil catch tank, Facet fuelpump.

Recent new clutch and brake calipers,  
Ally rocker cover All synchro g/box with overdrive,  
Minilites with knock on hubs.

Corbeau Forza bucket seats, SRS full harnesses,  
RollCage, flexilight, master switch,  
Minilight steering wheel etc.

for sale after long time ownership( 20 - 30 years?)

#### Sensible offers.

Also Halda Twinmaster and Halda Speedpilot. To be  
sold separately at the realistic value.

There is also a MG B GT V8 which has been dried  
stored for many years and needs a little work to make  
ready.

**Please contact Chris Turnbull on:**  
[christopher.r.turnbull@ehi.com](mailto:christopher.r.turnbull@ehi.com)

### Duncan Littler

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

**Tel:01248 430015, Mob:07740 179619**

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

### Telford Auto Club

### The RoamerLite Novice Rally

**6th/7th December 2014**

Starting in: Much Wenlock, Shropshire.  
Map 138 only. Ninety mile route. No whites.

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



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## 2015 Riponian Rally

### Feb 21st 2015

After taking the agonising decision to cancel the 2015 running of the season opening Riponian rally, Ripon MSC knew there was a risk the event might be difficult to revive in future. After a very welcome approach from Whitby DMC both clubs are pleased to announce the event WILL go ahead in Feb next year"

**The Riponian Rally will run on February 21st**  
Ripon MSC and Whitby & DMC have pooled resources and put together an organising committee to jointly run the event. Negotiations are ongoing to secure a title sponsor for the event and the committee are confident that the event will run successfully.

The Riponian rally has run as a special stage rally since 1988 and is one of only 3 rallies still running through the North Yorkshire forests. Clerk of the Course Alan Hill, said "To lose the rally would be tragic for North East rallying, but with the combined efforts of Ripon and Whitby Motor Clubs we can keep this classic rally in the calendar"

"When we heard that the Riponian may not run next year, we contacted Ripon MSC and offered any help we could. The Riponian is a great early season rally and we are very pleased to be helping keep it going" said Dave Scrimgeour, Chairman of Whitby & DMC.

"We have committed to running the event, just need the support of you the competitor before another Forest Rally is lost into the archives of rallying".

# Acknowledgements

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

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

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

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

Terry Martin,	Steve Entwistle,
Rod Brereton,	Steve Hudson,
Dave Orrick,	Daniel Pidgeon,
Paul Buckel,	Jem Dale,
Steve Butler,	Alan Barnes,
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Antony & Georgia Shiels	Brynmor Pierce,
Geoff Bengough	Richard Barnard
Malc Graham	George Jennings
Tony Lynch	Tony King
Ian Mitchell	Tony Vart
Paul Edwards (RallyRev)	Stephen Berresford
Steve & Hazel Johnson - Go Motorsport	
Allen Durham of Pro-Tec	James Redman
Dave Williams	Rachel Bourne
Bill Wilmer & The Gemini Communications Team	
Keith Lamb (Gemini 9)	Ian Davies (Gemini 23)
Peter Langtree (Gemini 48)	Tony Jones (Gemini 58)
Phil James of Pro-Rally, Sue Carter of Carter Sport,	
Neil Johnson & the Lancashire Telegraph,	
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Gareth Adams 'Marshalling Post'	
Paul Gilligan 'Inside the Industry'	
Dan Hurst DRH Photography	
Duncan Littler Speed Sports Photography	
Arron + Stuart + Lynn Newby of TEGSport,	

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

The **intention is** to publish this EMag on the last day of each month. It will be emailed to SD34MSG Delegates for them to forward to their Club Members as they wish.

**Deadline for copy for the December edition is Monday the 29th December which is due out on**

**Wednesday 31st of December**

But it might be sooner - if I can just get those reports in

**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

## SD34MSG

**Wednesday 21st January 2015**

(3rd Wednesday of every other month)

**8-00pm,**

Hartwood Hall Hotel, Chorley. PR6 7AX

Just off M61 at J8 : 109 / 583 181

## ANCC

**Monday 26th January**

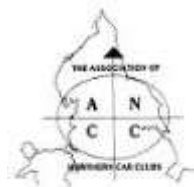
**2015**

**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 February 9th 2015**

**8.00pm**

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

**[www.anwcc.org](http://www.anwcc.org)**



November 2014

To All WAMC Member Clubs

## URGENT NOTICE

Following the Annual Police meeting, (which took place last Wednesday 29th October 2014, and was attended by representatives of the WAMC, the MSA, RLOs, FLOs, Dyfed Powys Police, South Wales Police, Gwent Police, North Wales Police and West Mercia Police), I have been asked to inform everyone that, with immediate effect, **ALL** vehicles, competing on **ROAD RALLIES** in Wales, **MUST** be fitted with "E" marked tyres only.

Can you please bring this to the attention of all road rally competitors, within your club, as soon as possible.

Regards,  
Geoff Field  
General Secretary  
Welsh Association of Motor Clubs