

# January 2015 spotlight



**Matthew Robinson & Sam Collis**  
**Photo Courtesy Paul Commons**  
**[www.paulcommons motorsport.com](http://www.paulcommons motorsport.com)**

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

Volume 05 Issue 1 January 2015 Maurice Ellison



**Motor Sport Group**

# Chairman's Chat

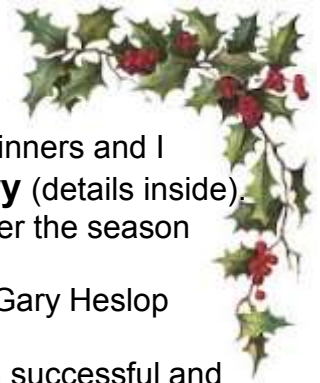
**I hope you all had an enjoyable Christmas.**

All the championship events have been run and the positions shown inside are very likely the final positions (we are just waiting for any last minute marshalling points to be claimed, deadline 31<sup>st</sup> Dec) so I wish to congratulate all the award winners and I would like to see you all at the **Presentation Evening on the 30<sup>th</sup> January** (details inside).

I also want to offer my thanks to all the clubs who have organised the events over the season and to all the compilers who have collated all the results.

If you have any perpetual trophies, awarded last year, please get them back to Gary Heslop as soon as possible or at the AGM on the 21<sup>st</sup> January.

All the very best to you and your families for the New Year and I trust we have a successful and safe year of competitive action.



**Best regards,  
Les Fragle,**

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

## Contents

### *Front Cover : Roger Albert Clark Rally*

Pg. 2	Chairman's Chat	Pg. 39	RomerLite Novice Rally
Pg. 3	Member Club Contacts	Pg. 40	Roger Albert Clark Rally (1.1)
Pg. 4	More SD34MSG Contacts	Pg. 41	Roger Albert Clark Rally (1.2)
Pg. 5	Around the Clubs	Pg. 42	Roger Albert Clark Rally (2.1)
Pg. 6	Around the Clubs	Pg. 43	Roger Albert Clark Rally (2.2)
Pg. 7	Around the Clubs	Pg. 44	Roger Albert Clark Rally (3.1)
Pg. 8	Around the Clubs	Pg. 45	Roger Albert Clark Rally (3.2)
Pg. 9	Under 18 Championship Registration	Pg. 46	Roger Albert Clark Rally (3.3)
Pg. 10	SD34MSG Championship Registration	Pg. 47	Roger Albert Clark Rally (3.4)
Pg. 11	2014 SD34MSG League	Pg. 48	Grass Roots Motor Sport (1)
Pg. 12	Announcements	Pg. 49	Grass Roots Motor Sport (2)
Pg. 13	2014 SD34 MSG Championship Tables	Pg. 50	Silverware for Lynch at Blyton
Pg. 14	2014 SD34 MSG Marshals Championship	Pg. 51	BTRDA Rallycross Championship
Pg. 15	2015 Road Rally Championship Rounds	Pg. 52	North West Racers (1)
Pg. 16	2015 Draft Calendar (Jan - Jun)	Pg. 53	North West Racers (2)
Pg. 17	2015 Draft Calendar (Jul - Dec)	Pg. 54	Beaver Tales
Pg. 18	Prize Presentation Night 2014	Pg. 55	Grumpy Old Git
Pg. 19	Hall Trophy Rally (1)	Pg. 56	Out & About with Gemini
Pg. 20	Hall Trophy Rally (2)	Pg. 57	Radio Mutterings (1)
Pg. 21	Hall Trophy Rally (3)	Pg. 58	Radio Mutterings (2)
Pg. 22	Preston Regardless Rally (1)	Pg. 59	Inside the Industry (1)
Pg. 23	Preston Regardless Rally (2.1)	Pg. 60	Inside the Industry (2)
Pg. 24	Preston Regardless Rally (2.2)	Pg. 61	Bits & Pieces
Pg. 25	Preston Regardless Rally (3.1)	Pg. 62	MSA News - Technical News
Pg. 26	Preston Regardless Rally (3.2)	Pg. 63	Bit More Roger Albert Clark Rally
Pg. 27	Christmas Stages Rally - Croft	Pg. 64	Motorsports Marshals Charity Calendar
Pg. 28	Grizedale Coppermines Stages (1)	Pg. 65	HRCR Premier Rally Championship
Pg. 29	Grizedale Coppermines Stages (2)	Pg. 66	2015 NESCR0 Classic & Targa Calendar
Pg. 30	Dansport Road Rally (1.1)	Pg. 67	OS&Bs + Forthcoming Events (1)
Pg. 31	Dansport Road Rally (1.2)	Pg. 68	OS&Bs + Forthcoming Events (2)
Pg. 32	Preston Rally (1.1)	Pg. 69	OS&Bs + Forthcoming Events (3)
Pg. 33	Preston Rally (1.2)	Pg. 70	OS&Bs + Forthcoming Events (4)
Pg. 34	Preston Rally (1.3)	Pg. 71	OS&Bs + Forthcoming Events (5)
Pg. 35	J J Brown Rally (1.1)	Pg. 72	OS&Bs + Forthcoming Events (6)
Pg. 36	J J Brown Rally (1.2)	Pg. 73	OS&Bs + Forthcoming Events (7)
Pg. 37	J J Brown Rally (1.3)	Pg. 74	OS&Bs + Forthcoming Events (8)
Pg. 38	J J Brown Rally (2)	Pg. 75	OS&Bs + Forthcoming Events (9)
		Pg. 76	And Finally : Meeting Dates

# 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

Contact : Adrian Atkinson  
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  
Email : matthew@buryautoclub.co.uk  
Tel. : 01772-465716

## CSMA (NW)

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



## Clitheroe & DMC

Contact : Maurice Ellison  
Email : sd34news@gmail.com  
Tel. : 01524-735488  
Mob. : 07788-723721  
Website : www.cdmconline.com



## Garstang & Preston MC

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



## High Moor MC

Contact : Gary Heslop  
Email : gary.heslop@btinternet.com  
Tel. : 0161-6430151  
Mob. : 07973-816965  
Website : www.hmmc.co.uk



## Hexham & DMC

Contact : Ed Graham  
Email : edgraham01@sky.com  
Tel. : 0161-2919065  
Website : www.hexhammotorclub.co.uk



## Knowldale CC

Contact : Tim Cruttenden  
Email : cruttsdad@gmail.com  
Tel. : 07977-140315  
Website : www.knowldale.co.uk



## Lightning MSC

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

## Lancashire A.C.

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



## Liverpool MC

Contact : John Harden  
Tel. : 0161-9697137  
Email : lmc-chairman@liverpoolmotorclub.com  
Website : www.liverpoolmotorclub.com



## Larne MC

Contact :  
Email :  
Tel. :  
Website : www.larnemotorclub.co.uk



## Manx AS

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



## Motorsport (NW) Ltd

Contact : Mark Wilkinson  
Email : secretary@nwstages.co.uk  
Tel. : 07878-657580  
Website : www.nwstages.co.uk



## Mull CC

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



## Pendle & DMC

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



## U17MC-NW

Contact : Steve Johnson  
Email : steve.johnson@csmaclub.org  
Tel. : 07718 051 882  
Website : www.u17mc-northwest.org.uk

## Stockport061MC

Contact : Mark Wilkinson  
Email : mark@stockport061.co.uk  
Tel. : 07879-657580  
Website : www.stockport061.co.uk



## Wallasey MC

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



## Warrington & DMC

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



## Wigan & DMC

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



## 2300 Club

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





**Motor Sport Group**

## Contacts

<b>President</b>	<b>: Alan Shaw</b>
<b>U18 Championship</b>	<b>: shawalan.555@btinternet.com</b>
<b>Marshals Compiler</b>	<b>: 01282-602195</b>
<b>C.P.O.</b>	<b>:</b>
<b>Chairman</b>	<b>: Les Fragle</b>
<b>Secretary</b>	<b>: les.fragle@gmail.com</b>
<b>League Compiler</b>	<b>: 01995-672230</b>
<b>Individual Compiler:</b>	
<b>Vice Chairman</b>	<b>: Bill Wilmer</b>
<b>Radios</b>	<b>: Approved MSA Radio Co-ordinator Gemini Communications 07973-830705 w.wilmer@btinternet.com</b>
<b>Treasurer</b>	<b>: Steve Butler</b>
<b>Road Rally</b>	<b>: steven.butler9@btinternet.com</b>
<b>Website</b>	<b>: <a href="http://www.sd34msg.org">www.sd34msg.org</a></b>
<b>Stage Rally</b>	<b>: Chris Woodcock pdschris@aol.com 01254-681350</b>
<b>None Race/Rally</b>	<b>: David Barratt david.pbarratt@tiscali.co.uk 01254-384127</b>
<b>Registrations</b>	<b>: Margaret Duckworth margaret.duckworth42@btinternet.com 01772-700823</b>
<b>Newsletter</b>	<b>: Maurice Ellison sd34news@gmail.com 07788-723721 01524-735488</b>

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

**Forthcoming Club Nights**

**Send to : Maurice Ellison**

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

# WALLASEY MC



The Club Meets at  
9-00pm

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

## WARRINGTON & DMC

Meet Every Tuesday  
At "The Antrobus Arms"  
on the A559, 8-30pm



between Warrington & Northwich. CW9 6JD.

## Annual Prize Giving

*is just around the corner, this is our big social  
event of the year to celebrate all that  
club members have achieved.*

Happy hour starts 6.30pm-7.30pm

Three course meal with coffee

Disco

£25.00pp

Saturday 24th January 2015

Menus available on Facebook.

If interested please could you get in touch  
with me. via email

I will be at Club night on the run up to the event.

All menu choices need to be in by 5th January

## "About Time Too Scatter" Rally Report..

A great turnout for the last round with six crews out on a rather moist evening. We used a small area around Antrobus to High Leigh to Marbury on the classic lanes in the area. We also opted for using letters and numbers from old number plates that I feel worked very well indeed and that 19 of the 20 plots were visited and found.

Most code boards were visible but there were one or two that did catch some crews out like the plot next to a telegraph pole lying flat on the ground (the board was/is screwed on the end and the one near the triangle close by, its screwed on the back of the telegraph pole) I cannot make it too easy. The weather caused just a few issues with most of the crews returning looking like drowned rats.

So without further ado, here are the following results.

6/ Alan Burns + Adrian Lloyd with 9/15 25miles

5/ Steve Ellison + Mark Carter 13/15 31miles

4/ George Jennings + Ian Heywood 14/15 23.1miles

3/ Ste "dark lord" Prince + Ann McCormack 15/15 23miles

2/ Mike Daly + John Boggs 15/15 21.9miles

1/ Si Smith + Phil Kelly 15/15 19.8miles

So a big well done to Si and Phil on a fantastic result and not getting too wet!!.

A big thankyou to all who had a go and I'm really looking forward to the next one. A special mention goes to Ann Mc and Jo Mac for their help Thank you

# Bolton-le-Moors MC

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



We're pleased to announce that Bolton Le-Moors Car Club has raised over **£1600 for the North West Air Ambulance Charity** at the #nhstages in association with Graham Coffey & Co Solicitors back in November! The money was raised from donations from competitors and spectators as well as the Auto-solo Demonstration in the paddock area of Oulton Park! Full details can be found on our website: <http://wp.me/p3ql7X-pd>

## Hexham & DMC

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



## Blackpool South Shore Motor Club



Blackpool South Shore Motor Club  
meets every Thursday night at  
The Clarence public house  
Preston New Road, Blackpool  
from about 8.30 onwards.

## 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.

## MINI MIGLIA

14th March 2015

Knowldale car club, will be running the Mini Miglia Touring assembly on the 14th March 2015.

Starting from NWA Auctions Crooklands, near Kirkby Lonsdale. (Junc 36 of the M6)

This year we have managed to organise a few more tests ( these are optional) and shortened the route slightly. The morning route will return to the auction cafe for lunch and the afternoon route will finish at Bannys chip restaurant for complementary fish and chips.

The entry is open to classic and modern cars  
The regulations and entry form can be found at  
[www.knowldale.co.uk](http://www.knowldale.co.uk).

Please note . marshals for the tests will be required  
Thanks  
Steve Warrington

# Manx Auto Sport

The Club has recently taken on the lease of the Mike Hailwood Centre at the TT Grandstand and are currently looking at regenerating Club Night . See more at:

[www.manxautosport.org/pages/club-meetings](http://www.manxautosport.org/pages/club-meetings).



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

## Manx Auto Sport is going for Gold!

Manx Auto Sport, organisers of the Manx National Rally and the Chris Kelly Memorial Rally are delighted to announce that they have negotiated a new title sponsor for both events Isle of Man based **IMGold**, a gold bullion depository and trading company based in Victoria Street, Douglas, will become the title sponsor from 2015 in a multiple year deal. The events will now be known as - **The IMGold Chris Kelly Memorial Rally** and the **IMGold Manx National Rally**.

As well as naming rights for both events, **IMGold** will also receive extensive exposure through Motors TV's coverage of each event, courtesy of "Special Stage Review". All stage set up and information points will renewed to now include IMGold's branding, along with the rebranding of the start and finish ramp.

**The IMGold Chris Kelly Memorial Rally** has been moved back to its more familiar January date, taking place on **Saturday 31st**. This will be the first round of the **Eurocars Motorsport Manx Rally Championship** and due to its date change could attract a large UK entry, due to the fact that it will be the first tarmac rally of the 2015 season.

**The IMGold Manx National Rally** will take place over the weekend of **May 8th and 9th and 2015** sees the event celebrate its 35th Anniversary. As well as being the 3rd round of the Eurocars Motorsport Manx Rally Championship, the event forms the 2nd round of the REIS MSA Asphalt Championship. Ed Pearce, IMGold Managing Director, said: "We are very proud to sponsor The IMGold Chris Kelly Memorial Rally and The IMGold Manx National Rally. Manx Auto Sport work extremely hard to put on exciting and well-organised events and we are only too pleased to be able to provide our support." Mark Ellison Chairman, Manx Auto Sport, commented: "We are delighted to have secured IMGold as a partner for both events. The sponsorship represents a major commitment and is an important step for us as we look to build and grow both events and secure their long term future. This sponsorship will enable Manx Auto Sport to boost the events prominence as major fixtures within the British Rally Calendar.

The club would like to place on record its sincere thanks to

**Timmy Collins of Mann Construction**, who has been title sponsor of the Chris Kelly Memorial Rally for a number of years. Without his support, the event wouldn't be where it is today."



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



## Garstang & Preston

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



**G&PMC  
at Garstang Christmas Market**



# Liverpool Motor Club

Club members meet for a (very) informal natter at The Unicorn Inn, Cronton on the 2nd Tuesday of each month from 8.00pm.

Non members are always welcome, so why not come along & meet us for a chat,

**The Unicorn Inn,  
405 Cronton Rd,  
Widnes,  
Cheshire WA8 5QF)**



Today LMC has 250 members and is sole organiser of car based motorsport on the historic Aintree Motor Racing Circuit. We are already well known to many SD34 members who take part in our three well supported Sprints at Aintree each year.

We also organise two Track Days at Aintree which are so popular that they invariably sell out within hours of bookings opening. Many of our sprint competitors use our track days to refine their driving skills or to develop their competition cars. We even provide dedicated sessions for drivers in open wheel single seat racing cars, without the need for a competition licence.

Since 2013 we have been working hard with Kirkby Lonsdale MC to improve the spectacular Barbon Manor hillclimb events near Kirkby Lonsdale in Cumbria and are jointly promoting two Speed Hillclimbs there in 2015, including a round of the prestigious British Hillclimb Championship.

Rallies feature in our calendar too as we help other event organisers by supplying marshalling teams to Modern, Classic, and Endurance Rallies where we run complete tests, or sectors of their rally.

## LMC promoted events 2015:-

- |                |   |
|----------------|---|
| •25th April    | Aintree Spring Sprint – Nat B                               |
| •30th May      | Aintree Track Day 1   |
| •13th June     | Barbon Manor Hillclimb – National B                         |
| •27th June     | Jack Neal Memorial Sprint, Aintree Nat B                    |
| •4th July      | Barbon Manor - MSA British Hillclimb Championship - Nat A/B |
| •4th July      | Barbon Manor Hillclimb – Nat B                              |
| •5th September | Aintree Autumn Sprint – Nat B                               |
| •3rd October   | Aintree Track Day 2   |

## Other events for which we run the on-track activities:

- 6th September Sporting Bears "Dream Rides for Kids" charity event – Aintree
- 23rd September Greenpower Electric Car Races Aintree

## Further events that we shall be providing marshalling and/or timing teams (so far)

- |                   |  |
|-------------------|--|
| 7th December 2014 | LeJog Classic Endurance Rally, Handling Test, Lymm     |
| 7th February 2015 | North West Stages Rally, Weeton                        |
| 7th March         | Tour of Cheshire (Classic Rally), Chowley Oak, Chester |
| 29th March        | SMC Stages, Weeton                                     |
| November          | WRGB   |



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

# Clitheroe & District Motor Club



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

## What's On at CDMC

**Tuesday 6th January**  
**Table Top Rally (Map 103) +**  
**Christmas Sweater Night**

**Tuesday 13th January**  
**Committee Night**  
The second Tuesday of each month is Committee night.

**Tuesday 20th January**  
**Trevor Roberts**



**Tuesday 27th January**  
**Scatter Rally**  
**Maps 102 & 103**

Start Forton Services M6 Northbound  
102 / 501.5 520  
20:15 Sign On, 20:30 1st Car Away  
Finish Waddington, Approx 21:45  
For Entry Ring Moz 07788-723721

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

Contact Heidi on  
07790-970677  
**£20pp**



## December 2014 Clubnights

### Scatter Rally Tues 2nd December



Tuesday the 2nd of December Clitheroe & DMC ran the 3rd event of their Scatter Rally Series. John & Sam Hargreaves as first time organisers had the competitors (mainly me) scratching our heads looking for miniscule code boards hidden in the shrubbery, off gate posts and in car parks through out the Ribble Valley. Steve Brocklebank & me (Maurice Ellison) must have done an additional 2 miles circling one particular grass triangle trying to find the code board. We never did find it but other competitors arrived & swiftly departed. In the end we decided it was not there (the others all got it !). At one Village we passed through, there seemed to be a lot of Police Cars. When we got to the finish we discovered that there had been an armed robbery in the village and two competing cars had been pulled by the police as possible suspects. Eventual winners were the very surprised pairing of Steve Brocklebank & myself. Thanks to John & Sam Hargreaves (mainly Sam, because John had been away on holiday away on leaving Sam to do most of the work) for putting on a very enjoyable nights entertainment. (Despite that bloody triangle & the car park)

### Christmas Party : Tues 16th December



### Clitheroe & DMC

Membership Renewals are now due

You can download an application form from the Club Website

[www.cdmconline.com](http://www.cdmconline.com)

Still only £10

# 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.**



**Gazzard Accounts Ltd**

Registered Agent with  
HM Revenue & Customs.

Accounts and Book-keeping services  
for Small Businesses.

**We specialise in**

- **Self Assessment,**
- **CIS**
- **VAT Returns.**

We also cater for **SMALLER** Limited Companies.

Workplace or Home/Evening visits can be arranged.

**We will offer you the following :**

- Regular contact and advice
- Assistance for Self Employed
- Simple accounting practices
- Friendly service and assistance

Serving Greater Manchester  
and areas of  
Lancashire and Cheshire.

**Registered Office :**

**33 Acresfield Road,**

**Middleton,**

**Manchester. M24 2WT.**

**Office Tel No : 0161 643 0151;**

**E-Mail : gazzard.accts@btinternet.com**

## ***Gemini Communications Team***

**MOTORSPORT MANAGEMENT**

**SAFETY SYSTEMS**

***Serving Motorsport for 45 Years***

**www.geminicomunications.org.uk ,**

**Bill Wilmer 07973-830705,**

**w.wilmer@btinternet.com**

## **2014 SD34MSG Inter Club League**

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	929	1	1
Bolton-le-Moors CC	922	2	2
U17MC-NW	791	3	3
Warrington & DMC	383	4	4
Wigan & DMC	354	5	6
Stockport 061 MC	252	6	9
Wallasey MC	213	7	10
Division B		Position	
Club	Points	Div	O/A
Garstang & Preston MC	339	1	6
Pendle & DMC	323	2	7
Lancs & Cheshire CC	260	3	8
Accrington MSC	165	4	11
Manx AS	97	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 17th December**

# Its Time to Vote for your Favourite Road Rally of 2014

All Registered Road Rally Championship Contenders have a vote.

Just email Steve Butler

(Road Rally Championship Compiler)

With the Name of the event you thought was the best round of 2014

The Events were

**Ryemoor Trophy**

**Rally Llyn**

**Primrose Trophy**

**Altratech 061**

**G&PMC Memorial**

**Kick Energy RoD**

**Beaver**

**Hayhurst Clitheronian**

**Dansport**

**Preston Regardless**

**We need your votes in by Friday the 23rd of January**

**Email your vote to**

**[steven.butler9@btinternet.com](mailto:steven.butler9@btinternet.com)**

## SD34MSG

### 50th Anniversary Dinner

Proposed for February 2015

More Details When available

Or contact

**Rod Brereton : [pdmc@clara.co.uk](mailto:pdmc@clara.co.uk)**

### 2300 Club

#### 2014 John Easson Award

2300 Club are pleased to announce the winner of the 2014 John Easson Award.

**Cumbrian rally driver Aaron McClure has been chosen as the winner of this year's prestigious award which is worth a total prize fund of £4,000.**

Chris was the choice of the judges after very careful deliberation, which saw the three finalists travel to Preston to take part in interviews with the panel of judges.

Aaron emerged as winner after a very close run contest with fellow finalists, Cameron Davies and Sam Bilham

This year the judges, Former works co driver Ian Grindrod, Peugeot UK driver Chris Ingram, Bury rally driver John Cope and Pro-Tec Motorsport's Allan Durham faced a very difficult task in choosing the winner, Allan said, It is unfortunate that there can only be one winner, however we feel Aaron will be a worthy recipient of the John Easson Award and of course we wish runners up Cameron and Sam the very best of luck and success with their continued rallying".

2300 Club would like to thank all candidates who applied for this year's award.



**33 Acresfield Rd,  
Middleton,  
Manchester.**

**M24 2WT**

**0161 643 0151**

**or**

**07973-816965**

**email :**

**[gazzard.accts@btinternet.com](mailto:gazzard.accts@btinternet.com)**

### Training Dates

<b>Date: 24/01/2015</b>	<b>Association of North Western Car Clubs (ANWCC)</b>
<b>Main Discipline:</b> <b>Rally, Radio</b>	Contact: Mark Wilkinson, email: <a href="mailto:anwcc@stockport061.co.uk">anwcc@stockport061.co.uk</a> , Venue: Stockport Geographic Area: North West England Primary Association: ANWCC <b>Rally Marshal training</b> (New Marshals, In-Stage Marshals, Radio Marshals, Timing Marshals and experienced Stage Commanders sessions)
<b>Date: 25/01/2015</b>	<b>Association of Northern Car Clubs (ANCC)</b>
<b>Main Discipline:</b> <b>Rally, Radio</b>	Contact: Bob Wright, email: <a href="mailto:bob.wright1@virginmedia.com">bob.wright1@virginmedia.com</a> , Telephone: 07860 866 935 Venue: Askham Bryan, York Geographic Area: North East England Primary Association: ANCC <b>PROVISIONAL DATE</b> <b>Rally Marshal training</b> (New Marshals, In-Stage Marshals, Radio Marshals, Timing Marshals and experienced Stage Commanders sessions).

## Non Race/Rally Championship

O/A	Competitor	pts	Club
1.	Stephen Kennell	83.38	CDMC
2.	Andrew Williams	83.14	U17MC
3.	Steve Price	80.33	BLMCC
4.	Steve Lewis	79.66	CDMC
5.	Steve Johnson	79.54	U17MC
6.	Roger Barfield	78.80	U17MC
7.	Daniel Barker	76.94	CDMC
8.	Steve Butler	39.71	CDMC
9.	David Robinson	30.28	U17MC
10.	David Goodlad	30.11	BLMCC
11.	William Jarman	29.23	U17MC
12.	Simon Robinson	28.71	U17MC
13.	Hazel Johnson	19.81	U17MC
14.	Michael Tomlinson	19.49	PDMC
15.	David Barratt	10.00	AMSC
16.	Ian Bruce	9.91	BLMCC
17.	Angela Jones	9.38	U17MC

*Last Updated : 8th December 2014*

## U18 Championship

O/A	Competitor	pts	Club
= 1.	Scott MacMahon	90	U17MC
= 1.	James Williams	89	U17MC
3.	Alexander Tait	62	U17MC
4.	Ben Wild	17	U17MC

*Last Updated : 10th December 2014*

## Individual Championship

O/A	Competitor	Q	pts	Club
1.	Steve Price	Y	106	BLMCC
2.	Andrew Williams	Y	102	U17MC
3.	Steve Johnson	Y	100	U17MC
4.	Steve Lewis	Y	94	CDMC
5.	Steve Butler	Y	78	CDMC
6.	James Williams	Y	75	U17MC
7.	Roger Barfield	Y	64	U17MC
= 8.	Mathew Jakeman	Y	47	HMMC
= 8.	Gary Jakeman	Y	47	HMMC
10.	Maurice Ellison	Y	31	CDMC
11.	Ian Bruce	Y	25	BLMCC
12.	Paul Buckel	Y	17	CDMC
13.	David Barratt	Y	15	AMSC
14.	Scott MacMahon	N	89	U17MC
15.	Daniel Barker	N	79	AMSC
16.	Stephen Kennell	N	75	CDMC
17.	Ryan Moyler	N	68	CDMC
18.	Antony Dixon	N	67	PDMC
19.	Alexander Tait	N	62	U17MC
= 20.	Neil Harrison	N	48	CDMC
= 20.	Pete Tyson	N	48	CDMC
22.	Simon Boardman	N	32	CDMC
23.	Paul Taylor	N	31	CDMC

*Last Updated : 12th December 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	Antony Dixon	Y	185	C	PDM
2	Garry Jakeman	Y	132	B	HMMC
3	Stephen Johnson	Y	105	A	U17MC
4	Jack Darbyshire	Y	79	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
= 7	Phil Merrills		26	C	SO61MC
= 7	Angela Jones		26	C	U17MC

O/A	Co-Driver	Q	pts	Class	Club
1	Ryan Moyler	Y	183	C	PDMC
2	Mathew Jakeman	Y	131	B	HMMC
3	Steve Butler	Y	105	A	CDMC
4	Matthew Kendall		54	C	GPMC
5	Eric Wilcockson		56	C	BLMCC
6	Steve Lewis		54	C	CDMC
7	David Barratt		53	A	AMSC
= 8	Steve Coombes		27		GPMC
= 8	Ian Raynor		27		CDMC
10	William Jarman		26	C	U17MC

*Last Updated : 5th Dec. (after Hall Trophy)*

## Road Rally Championship

O/A	Driver	pts	Class	Club	Scores
1	Pete Tyson	58	E	CDMC	6
2	Dave Whittaker	49	S/E	CDMC	6
3	Pete Jagger	41	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
= 6	Steve Mitchell	36	E	CDMC	6
9	Simon Boardman	32	E	CDMC	4
10	Tony Harrison	29	E	CDMC	4
11	Paul Buckel	23	E	CDMC	3
12	Derek Long	21	S/E	BLMCC	5
13	Steve Hudson	7	E	CDMC	1
14	Andy Williams	4	N	U17MC	2

O/A	Navigator	pts	Class	Club	Scores
1	Neil Harrison	59	E	CDMC	6
2	Paul Taylor	56	E	CDMC	6
3	Richard Crozier	48	E	G&PMC	6
4	Andy Long	44	E	BLMCC	6
6	Steve Butler	44	E	CDMC	5
5	Ian Mitchell	43	E	CDMC	6
6	Sasha Herriott	35	E	AMSC	4
8	Maurice Ellison	30	E	CDMC	4
9	Ian Rayner	22	E	CDMC	4
10	Ian Farnworth	18	N	G&PMC	3
11	James Williams	7	N	U17MC	2

*Last Updated : 5th December (After Preston Regardless)*

# 2014 SD34MSG

## MARSHALS CHAMPIONSHIP

*Last updated 12th December 2014*

### Accrington MSC

Tracey Smith	90	Steve Smith	10
--------------	----	-------------	----

*Total Club Marshalling Points : 100*

### Bolton-le-Moors MC

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

*Total Club Marshalling Points : 200*

### Bury AC

### Clitheroe & DMC

<b>Jez Turner</b>	<b>120</b>	<b>Maurice Ellison</b>	<b>100</b>
Steve Lewis	40	Heidi Woodcock	40
Chris Woodcock	40	Matt Kiziuk	30
Paul Buckel	20	Dionne Wild	20
Dave Barratt	10	Steve Brocklebank	10
Katie Woodcock	10	Steve Butler	10
Kev Haworth	10	Steve Flynn	10
Gareth Shepherd	10	Nigel Worswick	10

*Total Club Marshalling Points : 490*

### CSMA (NW)

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

*Total Club Marshalling Points : 60*

### Garstang & Preston MC

<b>Les Fragle</b>	<b>110</b>	Graham Chesters	30
Steve Kenyon	30		

*Total Club Marshalling Points : 170*

### High Moor MC

### Lancs & Cheshire CC

### Lightning MSC

### Lancashire A.C.

David Bell	30	Alwyn Davies	20
Brian Haslam	20	Chris Lee	20
Martin Wylie	10		

*Total Club Marshalling Points : 100*

### Manx AC

**98 People marshalled  
on a total of 34 events**

### Mull CC

### Motorsport NW Ltd.

### Pendle & DMC

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

*Total Club Marshalling Points : 360*

### 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	40	Hazel Johnson	10
Chris McMahon	10	Paul Wild	10

*Total Club Marshalling Points : 70*

### Wallasey MC

### Warrington & DMC

Billy O'Brian	80	Robbie O'Brian	80
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	20	June Deeley	10
Greg Arthur	10	Jason McCarthy	10
Ian Heywood	10		

*Total Club Marshalling Points : 560*

### 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
Dennis 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

# SD34 MSG Provisional 2015 Road Rally Championship Rounds

First of all, season's greeting and thank you for your support of the SD34 Championships during 2014.

To whet your appetite for next year, below is the provisional list of Championship events for 2015.

Two invited events have yet to be confirmed.

Regs are already available for the first round,

**Rali Bryniau Clwyd**, and can be downloaded from their website [www.bbmc.org.uk/main\\_menu.htm](http://www.bbmc.org.uk/main_menu.htm)

In the hope that you would want to be part of the 2015 championship, the SD34MSG Championship registration form. is on Page 10 or you can download it from [www.sd34msg.org.uk](http://www.sd34msg.org.uk)

We look forward to seeing you all again in 2015.

All the best.

**Steve Butler (Road Rally Championship Coordinator)** [steven.butler9@btinternet.com](mailto:steven.butler9@btinternet.com)

SD34 Road Rally Championship 2015 - Provisional List			
Date	Club	Event	Venue / Notes
21/2/15	Broughton-Bretton MC	Rali Bryniau Clwyd	Maps 116/117
7/3/15	Malton MC	Ryemoor Trophy	Yorkshire
14/3/15	Hexham & DMC	John Robson	Hexham
25/4/15	Clitheroe & DMC	Primrose Trophy	Lancs / Yorks
9/5/15	Stockport 061 MC	Altratech 061	Derbyshire
13/6/15	Garstang & Preston MC	Memorial Rally	Lancs / Yorks
4/7/15	Beverley & DMC	Beaver Rally	North Humberside
25/7/15	Morecambe CC	Morecambe Rally	Invited event - to be confirmed
22/8/15	Rhyl & DMC	Rali Gogledd	Invited event - to be confirmed
26/9/15	Clitheroe & DMC	Hayhursts Clitheronian Rally	Lancs / Yorks
3/10/15	Sheffield & Hallamshire MC	Jackson Trophy	South Yorks
7/11/15	Matlock MC	Dansport	Derbyshire



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

**0161 643 0151 or 07973-816965**

**email : [gazzard.accts@btinternet.com](mailto:gazzard.accts@btinternet.com)**

A lady about 8 months pregnant got on a bus. She noticed the man opposite her was smiling at her. She immediately moved to another seat. This time the smile turned into a grin, so she moved again. He seemed more amused. When on the fourth move, the man burst out laughing, she complained to the driver and he had the man arrested.

The case came up in court. The Judge asked the man (about 20 years old) what he had to say for himself.

The man replied...

"Well your Honour, it was like this: When the lady got on the bus, I couldn't help but notice her condition. She sat under a sweets sign that said, "The Double Mint Twins are Coming" and I grinned.

Then she moved and sat under a sign that said "Logan's Liniment will reduce the swelling", and I had to smile.

Then she placed herself under a deodorant sign that said "William's Big Stick Did the Trick", and I could hardly contain myself.

BUT, your Honour, when she moved for the fourth time and sat under the sign that said "Goodyear Rubber could have prevented this Accident" ....I just lost it.....

."CASE DISMISSED!!"

# SD34MSG Draft Calendar for 2015

Date	Type	League	Club	Title	Venue - Notes
25-Jan	Autosolo	Yes	Bolton-le-Moors CC	Bolton January Autosolo	Makro Manchester
25-Jan	Autotest	Yes	Bolton-le-Moors CC	Bolton January Autotest	Makro Manchester
25-Jan	PCA	Yes	Bolton-le-Moors CC	Bolton January PCA	Makro Manchester
31-Jan	Stage Rally	Yes	Manx Auto Sport	Chris Kelly Memorial Rally	Isle of Man
06+07-Feb	Stage Rally	Yes	Motor Sport (NW) Ltd	Legend Fires North West Stages	Lancashire
15-Feb	Autosolo	Yes	AMSC	U17MC Autosolo 1	Blackburn Services, M65 Jt 4
15-Feb	Autotest	Yes	AMSC	U17MC Autotest 1	Blackburn Services, M65 Jt 4
15-Feb	PCA	Yes	AMSC	U17MC PCA 1	Blackburn Services, M65 Jt 4
21-Feb	Stage Rally	Yes	Clitheroe & Dist MC	Jack Neal Memorial Rally	Blyton airfield, Lincs
21/22-Feb	Road Rally	No	Broughton-Bretton MC	Rali Bryniau Clwyd	Maps 116/117
1-Mar	Stage Rally	Yes	Blackpool SSMC	Roskirk Stages	3 Sisters, Wigan
07/08-Mar	Road Rally	No	Malton MC	Ryemoor Trophy Rally	Yorkshire
14/15-Mar	Road Rally	Yes	Hexham & Dist MC	John Robson Navigation Rally	Northumberland
15-Mar	Autosolo	Yes	Bolton-le-Moors CC	Bolton March Autosolo	Makro Preston
15-Mar	Autotest	Yes	Bolton-le-Moors CC	Bolton March Autotest	Makro Preston
15-Mar	PCA	Yes	Bolton-le-Moors CC	Bolton March PCA	Makro Preston
22-Mar	Stage Rally	Yes	PDMC / GPMC	Lee Holland Stage Rally	Anglesey circuit, North Wales
22-Mar	Stage Rally	Yes	Stockport 061 MC	Merrills Motor Services SMC Stages	Weeton Barracks
12-Apr	Autotest	Yes	Larne MC		
25-Apr	Sprint	Yes	Liverpool MC	Aintree Spring Sprint	Aintree
25/26-Apr	Road Rally	Yes	Clitheroe & Dist MC	Primrose Trophy Rally	Lancashire-Yorkshire
3-May	Sprint	Yes	Larne MC		
9/10-May	Road Rally	Yes	Stockport 061 MC	Altratech 061 Road Rally	Derbys / Cheshire
10-May	Stage Rally	Yes	Wigan & Dist MC	Cetus Stages	3 Sisters, Wigan
17-May	Autosolo	Yes	CSMA/AMSC	CSMA/AMSC Autosolo 1	Lymm Truckstop M6 Jt 20
17-May	Autotest	Yes	CSMA/AMSC	CSMA/AMSC Autotest 1	Lymm Truckstop M6 Jt 20
17-May	PCA	Yes	CSMA/AMSC	CSMA/AMSC PCA 1	Lymm Truckstop M6 Jt 20
7-Jun	Autosolo	Yes	Bolton-le-Moors CC	Bolton June Autosolo	Makro Preston
7-Jun	Autotest	Yes	Bolton-le-Moors CC	Bolton June Autotest	Makro Preston
7-Jun	PCA	Yes	Bolton-le-Moors CC	Bolton June PCA	Makro Preston
7-Jun	Stage Rally	Yes	Blackpool SSMC	Keith Frecker Memorial Stages	Weeton Barracks
10-Jun	Autotest	Yes	Larne MC		
13-Jun	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 1	Barbon
13/14-Jun	Road Rally	Yes	G & P MC	Memorial Road Rally	Lancashire-Yorkshire
20-Jun	Hillclimb	Yes	Larne MC		
21-Jun	Autosolo	Yes	CSMA/AMSC	CSMA/AMSC Autosolo 2	Lymm Truckstop M6 Jt 20
21-Jun	Autotest	Yes	CSMA/AMSC	CSMA/AMSC Autotest 2	Lymm Truckstop M6 Jt 20
21-Jun	PCA	Yes	CSMA/AMSC	CSMA/AMSC PCA 2	Lymm Truckstop M6 Jt 20
21-Jun	Hillclimb	Yes	Larne MC		
21-Jun	Stage Rally	Yes	Warrington & Dist MC	Enville Stages Rally	Anglesey Circuit
27-Jun	Sprint	Yes	Liverpool MC	Jack Neal Memorial Sprint	Aintree

*Continued on Page 17*

# SD34MSG Draft Calendar for 2015

<u>Date</u>	<u>Type</u>	<u>League</u>	<u>Club</u>	<u>Title</u>	<u>Venue - Notes</u>
4-Jul	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 2	Barbon
04/05-Jul	Road Rally	No	Beverley & Dist MC	Beaver Rally	North Humberside
18-Jul	Stage Rally	Yes	Manx Auto Sport	Dave Corris Forest Rally	Isle of Man
19-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 2	Blackburn Services, M65 Jt 4
19-Jul	Autotest	Yes	Under 17 MC NW	U17MC Autotest 2	Blackburn Services, M65 Jt 4
19-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 2	Blackburn Services, M65 Jt 4
25/26-Jul	Road Rally	No	Morecamber CC	Morecambe Rally	Invited event - t.b.c.
2-Aug	Autotest	Yes	Larne MC		
2-Aug	Sprint	Yes	LAC	3 Sisters Sprint	3 Sisters, Wigan
16-Aug	Hillclimb	Yes	Pendle & Dist MC	August Hillclimb	Scammonden Dam,
1-Aug	Autotest	Yes	Larne MC		
22/23-Aug	Road Rally	No	Rhyl & District MC	Rali Gogledd	Invited event - t.b.c.
30-Aug	Autosolo	Yes	Under 17 MC NW	Summer Autosolo	Blackburn Services, M65 Jt 4
30-Aug	Autotest	Yes	Under 17 MC NW	Summer Autotest	Blackburn Services, M65 Jt 4
30-Aug	PCA	Yes	Under 17 MC NW	Summer PCA	Blackburn Services, M65 Jt 4
04+05-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Promenade
5-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree
13-Sep	Autosolo	Yes	Bolton-le-Moors CC	Bolton September Autosolo	Makro Manchester
13-Sep	Autotest	Yes	Bolton-le-Moors CC	Bolton September Autotest	Makro Manchester
13-Sep	PCA	Yes	Bolton-le-Moors CC	Bolton September PCA	Makro Manchester
26/27-Sep	Road Rally	Yes	Clitheroe & Dist MC	Hayhursts Clitheronian Rally	Lancashire-Yorkshire
27-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks
03/04-Oct	Road Rally	No	Sheffield & Hallam MC	Jackson Trophy Rally	South Yorkshire
09-11-Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull
11-Oct	Autosolo	Yes	Bolton-le-Moors CC	Bolton October Autosolo	Makro Manchester
11-Oct	Autotest	Yes	Bolton-le-Moors CC	Bolton October Autotest	Makro Manchester
11-Oct	PCA	Yes	Bolton-le-Moors CC	Bolton October PCA	Makro Manchester
11-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
06+07-Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
7-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park
07/08-Nov	Road Rally	No	Matlock MC	Dansport Road Rally	Derbyshire
21-Nov	Stage Rally	Yes	Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs
6-Dec		Yes	Accrington MSC	Winter Autosolo	Blackburn Services, M65 Jt 4
6-Dec		Yes	Accrington MSC	Winter Autotest	Blackburn Services, M65 Jt 4
6-Dec		Yes	Accrington MSC	Winter PCA	Blackburn Services, M65 Jt 4

Key

Confirmed 2015 date

'2014'  
date

Date tbc



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  
Seedhill 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**



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)

# Hall Trophy Stages Rally

Clitheroe & DMC



Blyton



## Paul & Abigail Flynnne announce the birth of Ayla Ruby Flynn Born Sunday 30th November 2014

We are over the moon to announce the birth of our daughter Ayla Ruby Flynn at 3:22AM this morning. Both mum and baby are doing well.

So proud of Abigail Flynnne

But a very pleased Grandad beat you to it. He was telling everybody on the Sunday Morning as he manned MTC 5 on G&PMCs Preston Regardless Road Rally.

**Congratulations to you both (& Grandad)**

## Dave Tinn

stamps authority on

Clitheroe DMC's

## Hall Trophy Rally

DAVE Tinn stamped his authority on Clitheroe DMC's Hall Trophy Rally, posting the fastest time on every stage.

The Proton pilot pulled out a three-second lead on the opening test and was never headed all day.

Tinn, who was co-driven by Marc Fowler, even beat the bogey time on stages two to five.

Second place went to Will Owen and Rob Hipwell in their Ford Escort Mk2, 54 seconds adrift of the winners, with third place going to Ian and Stephen Woodhouse in another Escort.

"We had a faultless run, and hardly put a spanner on the car," said a delighted Tinn at the end.

Class one victory went to Ben Bloor and Tom Rowley (Nissan Micra) ahead of Charlie Stephens and Chris Pattison's Micra.

Matt Roberts and Sarah Hughes led class two all day in their Citroen Saxo while Stuart Ranby and Ian Bass topped class three.

William Creighton and Neil Colman won the Junior category in their Citroen C1, a result that gave them the Junior Rally Championship title.

The rally proved a huge success for Clitheroe and District Motor Club, with universal praise from competitors and spectators alike.

"A massive thank you to everyone involved helping on the Hall Trophy Rally," said event secretary Heidi Woodcock. "You have made it a success."

### Results

- 1 David Tinn/ Marc Fowler (Proton Millington) 34m 55s;
- 2 Wil Owen/ Rob Hopewell (Ford Escort Mk2) +54s;
- 3 Ian Woodhouse/ Stephen Woodhouse (Escort Mk2);
- 4 David White/ James White (Subaru Impreza)
- 5 Ross Fernie/ Craig Simkiss (Impreza);
- 6 David Campling/ James Ducker (Escort Cosworth);
- 7 Graeme Bell/ Russ Radford (Escort Mk2);
- 8 David Longfellow/ Vaughan Graham (Impreza);
- 9 Martin Farrar/ Andy Ward (Impreza);
- 10 Matthew Roberts/ Sarah Hughes (Citroen Saxo).

### Classes,

- 1: Jonathan Hudson/ Chris Worrall (Suzuki Swift GTi);
- 2: Roberts/ Hughes;
- 3: Stuart Ranby/ Ian Bass (Escort Mk2).

### Junior:

- 1 William Creighton/ Neil Colman (Citroen C1) 38m 8s;
- 2 Charlie Barlow/ Tom Hutchings (Micra) +8s;
- 3 Will Butler/ Tom Wood (Peugeot 107).

*Lancashire Telegraph*

## MurphotoRally

Covering your motorsport!



[www.facebook.com/MurphotoRally](http://www.facebook.com/MurphotoRally)



# Hall Trophy Stages Rally

Clitheroe & DMC



Blyton



## Teen driver Tommi Meadows avoids crash to end season in top gear

YOUNG rally driver Tommi Meadows ended his 2014 season on a high by claiming a top five finish on last the Clitheroe & DMCs Hall Trophy Rally.

The 14 year-old from West Bradford suffered a mechanical retirement in his previous rally, but recovered for an impressive finish in his Nissan Micra.

"It was a great way to round off the season, finishing fifth was my second-best result of the year," said Tommi.

The Bowland High School pupil, who was partnered by Ian Oakey, began the day in sixth place but was fortunate to avoid a head-on collision on the second stage.

Fellow competitor Tom Delaney left the road in his Suzuki Alto, crashing through a series of cones and tyres before entering part of the stage that Meadows was competing on.

"It was a bit of a close shave! Luckily everyone managed to react fast enough to avoid trouble," added Tommi.

The next few stages went without such issues for the crew, and they moved up to fifth overall in the junior rally.

The expected rain held off for the day, after there had been torrential rain at the venue the previous evening, which was bad timing for Tommi.

"My favourite conditions are when the surface is greasy and slippery after heavy rainfall, but the rain had stopped," he said.

"I see this as a sort of power balancer between my Micra and some of the higher powered Citroen C1s that I am up against."

The final few stages of the event were run in complete darkness, which was an added challenge for the junior drivers.

"I really enjoyed the dark stages - The first time I drove in the dark was at Anglesey a few weeks ago, and there was torrential rain," Tommi continued.

The teenager will return for his second year in the Junior 1000 Rally Championship in 2015, aiming to be a contender after a promising debut season.

He said: "There are so many people that I need to thank - James Alpe Ltd, Proflex Shock Absorbers, Fuchs Oils, Chorley Group, Cybox Exhausts and A-Frame Engineering, not forgetting my parents, who are always so supportive and helpful. Without all these people, I would not be able to compete, and I appreciate everyone's help.

"This has been my first full year in rallying, and it's been a steep learning curve. But we've had some good results and I feel that I've ended the year a much better driver than when I started out.

"I have to say a special thank you to Ian Oakey, my co-driver, who has been great. He used to navigate for my dad Martin 15 years ago, and his experience and steadying hand have been invaluable."

**Lancashire Telegraph**



## MurphotoRally

Covering your motorsport!



[www.facebook.com/MurphotoRally](http://www.facebook.com/MurphotoRally)



The telephone company needed to hire four more telephone pole installers and the choice came down to two from Poland and two from Ireland.

The boss met both teams and said "Here's what we'll do. Each team will be installing poles out on the new road for a day. The team that installs the most poles gets the job."

Both teams headed right out. At end of the shift, when the two Polish guys reported back, the boss asked them how many they had installed.

They said it was tough going but they'd put in 12.

Forty-five minutes later, Paddy and Mick came back in, totally exhausted. "Well, how many poles did you guys install?" said the boss.

Mick wiped his brow and sighed, "Paddy and me, we got three in."

The boss gasped, "Three? Those two Polish blokes put in 12!"

"Yeah," said Mick, "but you should see how much they left sticking out of the ground."

The last time I did a stage rally with Steve Johnson we didn't spend the entire event the right way up (see page 20 of the September issue). But it was my idea to have a play out at Blyton, so if I ended up enjoying an alternative view of the Lincolnshire landscape, I probably only had myself to blame. However, as it turned out, no such shenanigans ensued and the only evidence of indiscretion was a perfectly straight black rubber line down the passenger side of the Micra.

Anyhow, I'm getting ahead of myself.

Now, if I'm honest, I hadn't really approached this event with my usual (ahem) professionalism and careful planning. As we're travelling along the M62, Steve casually asks if I'd printed all the stage diagrams. Oops. The autosolo diagram still taped to the dash board from an event Steve had done in October simply wasn't going to cut it. A quick call to Secretary of the Event, Mrs Woodcock, and yet again her organisational skills drag me out of the mire with a spare set of diagrams and a photocopier on site.

Later to come was a clock related issue. I'll just go and set my watch to rally time, methinks. As I strolled up to the clock in signing-on and revealed the analogue watch on my wrist....Bugger. I'd put the wrong watch on that morning and left the digital watch at home. Tool. Luckily, Steve J always wears a digital watch, so we swapped.

It helps when you know the organisers quite well. It means you can tow the rally car straight into the scrutineering shed and unhitch it in the well lit dryness that provides. Although the Clerk of the Course was not particularly impressed! But the weather was fairly awful that afternoon and my heart went out to the poor souls who had to set the stage up in the dark, cold and wet. A fine job they did of it, though.

Saturday arrives and we're queuing up for Stage 1. After the diagrams and watch issues, what other simple thing could go wrong? Here's what. As we're chatting away, about two minutes from arrival, I said to Steve "you're breaking up, is the intercom plugged in properly". Oh dear. The battery in the intercom had expired – so the first stage had to be done from a combination of memory and hand signals! We had a spare battery, so problem solved after Stage 1.

The rain had cleared away by the Saturday morning and left us with a very greasy circuit. Grip was not helped by us being at the back of the field and what seemed like all the cars before us having gleefully deposited lots of mud on to the lovely smooth tarmac. Thanks. At least everybody had the same problem on Stage 2. To add to the lack of grip, we were on standard road tyres. Not ideal, but they get you round. Sort of.

For us, the event was largely uneventful. There were plenty of cones to hit, but Steve's autotesting skills made sure we avoided them, even in the dark – his brain is hard-wired for the task. It was more difficult avoiding the Subaru which found itself on the same lap as us in the later stages. It would shoot past us on the straights and then we'd catch up to it as it failed miserably to negotiate the next bend. To be fair, it was the driver's first ever rally and he came over to apologise for creating a mobile chicane, promising to stay behind us on the last stage. He did as promised and I think his time was quicker!

The car and driver never missed a beat and we finished the rally, albeit in 35<sup>th</sup> place. Still beat our seeding, I suppose. Thanks to Steve J for yet another entertaining weekend in the Micra.

I might be biased, since this is my own club's event, but I've always enjoyed coming to Blyton. The organisation is faultless, timing spot on and stage layouts as good as you could get at the venue providing a good combination of both fast and technical sections.

A big thank you to Chris and the rest of the team from CDMC for putting on another great event and also to all the marshals, radio and recovery crews, without whom it simply wouldn't happen.

**Regs are now available for the 2015 Jack Neal Memorial Rally on 21 February.  
Follow the links on the CDMC website.**

# Hall Trophy Stages Rally

## Clitheroe & DMC

### Blyton



**MurphotoRally**  
Covering your motorsport!

 [www.facebook.com/MurphotoRally](http://www.facebook.com/MurphotoRally)



**Steve Butler : Clitheroe & DMC  
from the left hand seat of Car 38,  
the red Micra (with a new grey roof).**



# Preston Regardless

Garstang & Preston M.C.

28/29th November

## Carry On Regardless

Well with building the new car and working away I haven't had time for much motorsport this year we entered the memorial in Myles's car and crashed out and that looked to be the end of my motorsport for a year. Anyone who,s into Motorsport will understand that listening and reading about your chosen discipline doesn't quite scratch the itch if anything it makes the itch worse something had to be done.

My old white 205 hadn't turned a wheel since the Northwest stages and had been raped for bits for the new car plus Myles's so that was out of the question and tbh all my spare cash was going by the bag full to the new car things looked bleak unless I put the new one on hold.Until I found the Qe2 I was looking through Facebook and there she was Subaru sport no tax no test on a W and even better when I looked at the picture I knew exactly who and where it was it was. A quick call and an offer of £300 and we had a motor. I picked her up and took her straight in for test and yep you guessed it she passed. I then took it for a run and the verdict wasn't good the brakes were poor and the suspension shot but it wasn't getting any new ones so I'd have to learn to live with the shocks. I mean when you first started driving all your cars were tired out and you certainly pedalled them or so you thought. A set of hella 3000's were bought new and a set of new Pirelli p zero knobbles fitted a clock a harness for Jason and an interior light for plotting and she was ready or as ready as she would ever be. The ultimate budget rally car. Scruiteneering passed Jason then inspected the car quietly shaking his head and secretly thinking to himself 'what have I let myself in for with this head case in this ex farmers clapped out chicken shed he tried killing me last time out and this looks like he may be in for doing the same again.' Anyhow I hadn't time for any comforting I had autographs to sign (the police gave me a producer)

First stop was the special test round trax and I think we were top five ish round there hardly any great feet it was one lap of a slippy old Go cart track. The lanes is where I wanted to be. Jason soon had the route plotted in super fast time and then gave me the team talk now we have had two Dnf's lets just get to the end and have a laugh and keep off that handbrake for god sake. I agreed but as soon as those six magical words where spoken 5,4,3,2,1 go I'd soon forgotten all about that .

The first section was Over Wyre. The only thing I knew about this was it is as bumpy as hell and within a few miles the first victim was apparent. Mark Standen and Frosty well off the road and attached to a hedge on there side. No such drama for the Qe2 she soaked up the bumps like a featherbed and the grip was amazing. First photo point and you've guessed it the rudder was pulled and we performed for the crowds and if I do say so my self I don't think we disappointed. Even Jason cheered. He had forgotten about team orders and barked out bend after bend perfectly. We got to Garstang and Beaver and Nigel, clean as did everyone else I may add then moved onto the other side of the A6 and up round Longridge where the fog came down and with our spots off the headlights were poor so we lost time and was caught by my new mate Mad dog Mclure.

*Continued on Page 23*

Photo : Duncan Littler



Photo : Duncan Littler



Photo : Phil James



Photo : Duncan Littler



Photo : Jez Turner at Trax



## **Preston Regardless Rally** **Continued from Page 22**

The fog cleared and we headed out towards Barbon via God knows where. I'm sure other reports will tell you where. I never know where I am just locked onto the instructions from my man in the next seat unless I see a land mark I recognise. We then came across Swiss Tony for the second time of the night tow rope in hand wanting another tug on a timed to the second section no bother Tony hook her on the Qe2 soon had him out and we were on our way tbh this section down to petrol was lethal with absolutely no suspension bar the springs. So we plodded on losing time but getting to the end as we set off on from the final section towards second petrol the coil pack dropped a cylinder and wouldn't return and the potti had packed in. No panic that's the norm for my rallying career a miss fire is par for the course. From Petrol we then headed down passed Docker and through Gunnerthwaite (this time making it in one piece) heading through Halton park Caton, Stocka Bank, Quernmore. I knew where I was going now I've spent half my life on these roads just a shame the old girl was misfiring we had some cracking drifts through the bends and some mint rudder action in fact we had all night I think half off Duncan littler pictures show us on the wand.

The final section was upon us. Will she make it of course she will and if she doesn't then I'll get Ken Allen to collect her in the morning was the joke. Back to the results and breakfast I thought we had got 11th but in the end we ended up 8th and the spirit of the rally award for pulling Tony out twice (Tony please remember the favour if you find me in that position). What was my opinion of the rally well I can honestly say it was the best one I've done yet well perhaps on par with the Lonsdale belt but it's been that long since that ran (come on Dan!!) possibly running again for 2015. The lanes kept you on your toes. OK we could of done with more grunt and better suspension but we laughed all the way round well I did I think Jason's was more nerves lol and also put a three hundred pound car in the top ten that'll do me !! What does the future hold for the Qe2 well I'll treat her to a set of turbo brakes and suspension perhaps a roll cage and go rallying just to keep my hand in this next season will see us out in the new car with over 200 horses only time will tell as to whether I'll make it on the closed roads I'd like to think I'll hold my own in a reliable car with proper power and no worry in the back of my mind that she may conk out here's to you all next years whatever you chose to do and I wish you all a happy christmas and a good new year. Ill no doubt see you out and about ps make sure you all return them trophys clean as they'll be coming home with us

**Steve Hudson : Clitheroe & DMC**



## **Preston Regardless**

**Garstang & Preston M.C.**

**28/29th November**

**Photo : Duncan Littler**



The last time I navigated for Simon I wrong-slotted us so badly we ended up on a different map, and I hadn't taken it with me! Hopefully this time we might fare a little better, although it didn't start too well. I got my balls-up for the night out of the way early when I took us to the wrong garage for scrutineering. That out of the way, somehow we managed to find the start venue.

Tucked away in a corner of Baffitos, no doubt seriously annoying the chap trying to watch the footy on the telly, we set about the traditional guessing game of "where's that NAM?" Most of them sussed, it was time to get the blackspots and quiets plotted, which took longer than I expected. I was probably distracted by neither Chelsea nor Sunderland scoring any goals.

Before we got the route there was a quick blast around Trax to deal with, which was fun. Simon had never been there before, but I'd been round a couple of times on the North West Stages so I made myself useful. 36 seconds dropped. Not bad on a very slippery test.

Next was queuing up at PC1 just outside Trax to do the plotting. All nice and straight forward as you'd expect from GPMC and plenty of time allowed. Then 25 minutes allowed for the run out to TC3, which proved to be a bit tight on time, but we just made it. TC3 was just outside St Michael's on Wyre and the first two sections took us through some territory unfamiliar to me along some fast and slotty lanes in the Wyre to the West of Garstang. However, it did help that Simon new the area and where I was unsure, he kept us on the right road, even in the fog.

Back across the M6 to more familiar territory, up Dandy Birks white and then over towards the Chipping and Longridge areas where wrong-slotting would be easy. Thankfully we managed to avoid disturbing the good folk of Chipping and had a trouble free run which eventually took us over Longridge Fell, past Chaigley Manor and over Hodder Bridge to MTC2 just outside Clitheroe.

After filling up at first petrol in Clitheroe we headed off to the start of the next leg on Waddington Fell. A quick run over the fell, via a mandatory second noise test, and then neutral to Gisburn Forest. This section should be no problem for us. If we don't know this road and where all the NAMS are by now, it's time to find a new hobby.

**Continued on Page 24**



# Preston Regardless

Garstang & Preston M.C.  
28/29th November

## Continued from Page 23

Slot right at Keasden crossroads and then a loop round through Clapham Station, up to the A65 and then transport through Ingleton to start the run over Kingsdale. Having PR'd this road for the Clitheronian, I know it quite well, especially where the boards are likely to be and particularly where the fresh air 90 left is, just on the county border. Although it's even trickier coming the other way.

After trouble free run over Kingsdale, the only real way of getting back down the map is down Barbondale, and the only way to get there is the long loop through Dentdale. To give us a few more miles of these cracking roads, the route took us all the way across to Catholes on map 97 and then back down the other side of the river Dee to the top of Barbondale.

Now then, dare I mention Catholes white? Well, the results are final now, so what the hell. The route seemed to take us down the white but when we got there Simon didn't believe me. We both took a look at it and decided it didn't go, as did at least one other crew that I know of. So we went the long way round. There was no passage check at the end of it and thankfully no secret check. Got away with that one.

Apart from that small slice of indecision, all was going well. Then again, it's nigh on impossible to get lost on these roads (there's a bold statement that's going to come back to haunt me, I can tell) and to be honest, apart from the odd serious bend or occasional junction, all Simon was getting from me from the start of Kingsdale to the end of Barbondale was, "drive on sight".

Three familiar NAMS dealt with at the end of Barbondale and it was off to second petrol at Crooklands.

Usually, towards the end of a rally I'm starting to feel a bit peckish and looking forward to my breakfast more than I want to do the rest of the event, but on this occasion, despite that we had probably already done the equivalent of a "normal" road rally, I was thoroughly enjoying it and didn't want to stop.

After second petrol the route re-started at Newton, South of Kirkby Lonsdale and took us immediately through Gunnerthwaite farm, than a loop via Capernwray, quiet through Over Kellet and eventually to two NAMS close to Nether Kellet, one at the weighbridge and another trickier one in the entrance to a works – a bugger to find if you don't know it, but you'll only miss it once!

Now we're on the final leg, heading almost directly South, later via Kitt Brow white (the ford was fairly deep, but no problem for Simon and the Colt), left turn at Five Lane Ends and left again at Street to a NAM triangle manned by none other than our Clerk of the Course and Event Sec., Alan and Terry. Thanking them for putting on a great route and enjoyable event, off we went to one of my favourite sections of the night, Harrisend Fell. As we turned on to it, after the first section with a "45 left, uphill, 60 right" I said to Simon "drive on site, you're on your own". Little did I know just how well he knew this piece of road. "Don't worry" came the reply, "Just sit back and enjoy the ride". And that I did! A fitting end to a thoroughly enjoyable night's rallying.

Happy with 4<sup>th</sup> overall and 2<sup>nd</sup> Expert, having tied with Dave Whittaker/Bob Hargreaves and gaining the place on engine size.

Thank you to Simon for expertly piloting the car around with no fuss, moments or anything else that would have made this report a more interesting read. That's not to say it wasn't quick, but how quick I can't really say here! Also a very big thank you to Alan and his team for putting on a most enjoyable event and of course to all the marshals who were spot on all night, some of whom we saw several times!

I'm told it's not running in 2015, but is planned again for early 2016.

Definitely one for the calendar.

**Steve Butler (Clitheroe & DMC)**  
**from the left hand seat of Car 10**



## Phil James

### PRO-RALLY PHOTOGRAPHY

TEL: 01772 69-00-34

MOB: 07771 76-86-57

EMAIL: phil@pro-rally.co.uk

A little boy wants a bike for Christmas really badly, but the kid is a bit of a tearaway, and he knows it. He writes a letter to Jesus. "Dear Jesus, if I get a bike for Christmas, I'll be good for a whole week." He thinks about it, crosses out what he wrote, and says, "I can't be good for a whole week, I'll be good for five days."

He crosses that out and writes, "I'll be good for four days."

Then he thinks again and says, "Can't do that." He gets down to one day and says, "I can't even be good for a day."

Then in frustration, goes in his mother's room and get the statue of the Virgin Mary, wraps it up in a blanket, puts it in a paper bag, throws it in the closet and says, "Dear Jesus, if I don't get a bike for Christmas, you'll never see your mother again!"



# Preston Regardless

Garstang & Preston M.C.

28/29th November

Alan Barnes and Ian Farnworth had 'volunteered to put on the Preston Regardless Rally, which had not run since 1980, as part of Garstang & Preston MCs 50th year celebrations.

Alan had promised that there would be roads used that had not been rallied for many a long year. And he kept his promise.

I was sat in the silly seat with young Ayrton Harrison in his bog standard (other than a spots, cage, belts & sump guard) once again. This was the fourth time I have had the pleasure of guiding this very talented 17 year old driver in his first year rallying. (it should have been our 8th outing but the Illuminations, Countdown & John Robson all got cancelled) Results prior to the Regardless were 7th on the Devils, 10th on the Morecambe & 11th on the Clitheronian. Nobody believes me when I tell them how good he is - *"Its only a 1 litre Micra"* - and yet again we find ourselves seeded as last expert (car 21) on the Regardless. Ayrtons comment when I (I am not called 'Grumpy Old Git' for nothing !) grumble to him is "Well, it's a learning year for me. We will just have to show them."

Maps 97, 98, 102 & 103 were required. Not much new on any of those maps other than the roads to the west of the M6 on map 102 so with the start being in Preston it was a reasonable guess that we would be playing out on the flat but very bumpy roads of the Fylde. Ideal Micra territory (No struggling up steep hills!) But before all that Alan had laid on a short blast (Special Test) around Trax (Go-kart circuit used by the North West Stag-es as a Stage. (How I wished I had taken more notice of the road layout when I went there to spectate). We get 9th fastest on Trax (dropped 39seconds). Fastest was eventual winner Dan Willan. After Trax we park up and have 90mins to plot the rest (130 references) of the route before heading to TC3. And yes, the next 2 TCs are all on the Fylde. It seemed that every farmer on the Fylde had been driving up and down the roads spreading as much muck as they could in the hope of us (well, not just us) sliding of the road. Very Slippery and very treacherous conditions aided by a slight drizzle to make it just that little more slippery. There seems to be a lot of the cars seeded in front of us off on these opening sections. We arrive at TC5 just to the North of Garstang still clean (other than the 39 secs dropped at Trax). The other thing I notice on our run from TC3 to TC5 is the amount of people stood in front gardens and at the entrances to Farms waving us on. Just as it used to be back in the '70s. Its not just Rally Folk but whole families. Hope they enjoyed the spectacle and that we kept them entertained.

Neutral down the A6 and past Garstang to TC6. we take the loop round Claughton that includes Dandy Birks white and then it's the hairpins at Brockmill. TC 7 is at the next T junction and despite the fog that is keeping our pace down we are clean again. Lickhurst, Wickens Lane End & Windy Harbour, Astley House & the SW past Beacon Fell to TC8. As we are passing White Mill I tell Ayrton that we want to take the Next Left at Crossroads. In the fog I had misjudged our pace and we slotted left at White Mill. Realised the error within 100 yds and got back on course. Still Clean (despite the wrong slot) at TC 8. TC 8 to TC9 is Neutral so just a gentle punter in the fog, and sort out map change to 103 but care not to miss turn into TC9.

TC9 to MTC 2 looks very easily cleanable, despite the fog and the NAM on top of Jeffrey Hill and so it proved. Still just the 39secs dropped on the Special Test. And then it's the first Petrol halt in Clitheroe and the fog is starting to disappear. Knowing Clitheroe reasonably well I had not bothered plotting where the Petrol station was. I had assumed it was at one garage & it wasn't there but at another. Bit of a panic, grab the route instructions to plot it but another competitor comes past us and we follow him (panic over : memo to self "Don't be a stupid idiot ! Plot everything, Dont Assume Anything).

MTC3 is just up the road from Waddington (and where Clitheroe & DMC meet) and I travel that road twice a week and know it well. Out of MTC3 and on way to TC 10 just before Neutral. As I handed Time Card 1 to the Marshal at MTC2 I noticed that there was a note on the next time card that there was a Noise test at the top of Newton Fell with a rider saying 'Failure to stop at the Noise Test would result in Exclusion'. That wasn't in the Route Instructions. A bit naughty I thought. However, You would need to be as blind as a bat not to see the Environmental Scrutineer as he was very, very obvious. Dont know if anyone failed to stop. Still clean at TC 10.



Photo : [www.motorsportmugs.co.uk](http://www.motorsportmugs.co.uk)



Photo : [www.motorsportmugs.co.uk](http://www.motorsportmugs.co.uk)



Photo : Duncan Littler

**Continued on Page 26**

## G&PMC Preston Regardless Rally Continued from Page 25

We are now a third of the way through and the thought is going through my mind 'When are we going to get any droppers?' I know that we are not slow in the Micra (*despite it being a bog standard 1 Litre Micra : have I mentioned that before?*) but we have been waiting outside of Controls for 4 & 5 minutes up to now. Maybe the run over Gisburn Forest, Kingsdale, Barbondale & Gunnerthwaite are going to be tighter.

After another wait for our due time at TC 11 we have Gisburn Forest next. 900yds almost dead straight and slot right into NAM 4, collect 3 Code Boards and then to the Marshal to sign for them before turning right and back up Gisburn Forest. Ayrton knows the marshal and starts to have a chat to him. A few well chosen words of rebuke and we are out of the NAM and back on the pace and into NAM 5. The Diagram is wrong and the marshals point us to the code boards. Press on and now we start to feel the lack of power that comes with a Micra. Ayrton asks 'Fancy a cup of Tea', I reply 'Forget the Tea, I'll get out and give it a push'. Two more Nams and we are straight into TC 12 : 2m 01Sec dropped. Bigger the lack of power going up Hills. Now dropped 2m 40 in total. The lads with more horse power will really have walked all over us here. Never mind, press on. We go over the crest and see the lights of our minute man further down the hillside. As we come further down the hill we can see that we are catching him but to no good. We arrive at TC 13 up his chuff and have 6 minutes to wait . (Bloody steep uphills & Micras)

On our way out of TC13 and Through Clapham Station to join the A65 just SE of Ingleton. As we round the bend just past Nutts Farm there is the MGZR of Wayne Lander half across the road and his car has been over twice. Marshals are there and the OK board is out. TC 14 and 2 minutes to wait. Neutral through Ingleton & Westhouse and then its Kingsdale (a dropper ?). Set off up Kingsdale and thankfully the Code Boards are either on the flat or on the downhill section so we are able to maintain a reasonable pace. As we start down the hill the road gets very slippery and I tell Ayrton to back off we are well early. He backs off and we come round a tight right hander to find another competitor well and truly off the road and stuck in a ditch. Despite the slow (ish) decent of Kingsdale we still have to wait outside the control for our due time.

Neutral to TC 17 and then its Cowgill followed by Dent White (AKA as Flood lane or Dent By-pass) and wait. Still only dropped 2m 40s in total. TC 17 to TC 18 takes us up to Catholes (on Map 97) and back to Gawthorpe (Map98) using the tricky to find white just before Catholes. However, I had plotted the via just past the white junction and didn't bother with the white. We went further up the road and then slotted left down to the Golf Club. A faster route and we were lucky that there wasn't a code board or secret check on the white. Arrive at TC 18 and another long wait. Through Gawthorpe and we now have Barbondale. Three NAMs on Barbondale. Still early at the Control at the end. Off to Petrol Halt 2 at Crooklands then back to Newton for the final leg (still on 2m 40s).

At Petrol2 we start to hear tales of woe and who was out and who was doing well. Think we might have a chance of a reasonable result, just need to make no mistakes.

Out of MTC5, past Docker Park and down Gunnerthwaite, almost miss the first Code Board at the entrance to Gunnerthwaite and its only partially written down (must have got enough of it to satisfy the results crew). Round Sunny Bank and evidence of someone having a big moment on one of the not as map bends (lots of big black lines), down Capernwray and Quiet through Over Kellet. This is followed by the NAM at Dunald Mill Quarry. I know this diagram is wrong. I only live 1 mile away and go past it every week, so we are in and out in no time and get both the boards. Dave Whittaker and Bob Hargreaves get confused by it not being as it should and only get one of the Boards and get them scrubbed at the finish. Quick run into NAM 11 (another I know well) and down Halton Park (Monkley Gill) to TC 24. Not far to the finish. Neutral through Caton then up Stock a Bank and the dead straight Roman Road that leads to Kit Brow Ford. We drown out in the ford as Duncan Littler takes a photo of us. The Micra soon fires up and we are off again only to have to wait for our due time at TC 27 & TC 28. Alan Barnes (CofC) is manning TC 28 so we have a chat. Alan tells us that the Micra sounded very good coming up to his control.

Out of TC 28 and over Harris End and then down past Calder Vale to the final control. Still on 2m 40s. We arrive at the finish venue and to a welcome breakfast of Bacon & / or Sausage sandwiches to await the results. Very few crews seem to be there. Results take forever. A printer that did not want to communicate with the laptop and a glitch in the program that added an extra minute to our time. Lots of queries . Eventually results are declared final and awards presented.

Loved the route and roads. Loved using some new roads (well, not new but not been rallied in yonks). Would have liked 2 runs at TRAX. Chuffed to bits with 7th O/A in a Bog Standard 1 Litre Micra (you do know its only a standard Micra dont you?)

**Maurice Ellison**  
**Clitheroe & DMC**  
**Nav Car 21**  
**Nissan Micra**  
**7thO/A**

## RESULTS

O/A	Car No.	Crew	Penalties
1.	1	Dan Willan /Martyn Taylor	01:07
2.	9	Russ Smith /Matthew Vokes	01:42
3.	2	Pete Tyson /Neil Harrison	01:43
4.	4	Dave Whitaker /Bob Hargreaves	02:04
5.	10	Simon Boardman /Steven Butler	02:04
6.	8	Aaron McClure /Michael Gibbey	02:17
7.	21	Ayrton Harrison /Maurice Ellison	02:40
8.	7	Ste Hudson /Jason Crook	02:52
9.	23	Nigel Bramall / Mike Yates	03:06
10.	24	Toney Webb / Jonathon Webb	03:08

# Class Win For Swift At Icy Christmas Stages Rally

Darlington precision driver Paul Swift returned to competitive action for the first time in a year whereby he celebrated with a superb class win on yesterday's Swift Signs Christmas Stages Rally held at Croft Circuit in North Yorkshire.

With one of the biggest crowds ever seen at Northallerton AC's annual festive event and despite the cool and icy conditions, Swift and wife-to-be co driver Jessica Bell overcame the treacherous early morning black ice and a technical glitch during the day to bring the newly-built Millington-engined PSI Global, Smiths & Allen and Smart IFA--backed Ford Escort Mk2 home in seventh overall.

With the JBM team only finishing the car the night before the event, it was a race against time to ensure the seven time British Champion and a multiple Guinness World Record holder was on the line but once there, tyre choice was a lottery for the leading crews with a hard overnight frost ensuring most of the track was covered in ice.

Swift opted for the cautious approach on the opening test rather than destroying the car after a year of hard work in building and emerged in 44th place. However, with the sun starting to thaw the track out, Swift upped the pace on SS2 to set eighth fastest time to place him 16th overall after the first loop.

With the excellent Pirelli wets now the order of the day, yet still with the odd patch of ice in the shade, Swift continued his fight back on the next two stages to end up in fifth overall with the class lead in hand.

Into the afternoon stages, Swift was hoping to increase his pace but a delay in getting SS5 started resulted in the car overheating slightly. Whereas Paul was expecting the fan to kick in when it reached a certain temperature as in the past with his previous cars, the new configuration to do with the thermostat controls meant it needed to be done manually and the result was the car encountered a severe misfire which dropped him time and down to seventh overall going into the final two tests.

With the temperatures again plummeting as darkness started to fall, a big push by the County Durham pairing saw them set eighth fastest time on SS7 before saving their best until the final stage in total darkness with fifth fastest time to claim seventh overall and first two-wheel drive car home, as well as the Class 4 win by a minute and 47 seconds.

Paul Swift: ***"All things considered, seventh overall and a class win is a fantastic achievement especially given we didn't finish the car until the night before. The ice made things interesting early on but the plan was always to bring the car home safely so I was determined not to do anything silly. The overheating problem was just one of those things and was typical of the little teething problems we were expecting whereby we now know what caused it. Thereafter it was just a case of being quick and safe which is what we did and ended up with a decent result. Thanks to my JBM team who have done a wonderful job in getting the car built and ready and to all our sponsors. Thanks of course to the organisers and marshals who endured a freezing cold day."***

Paul will next be in action on the Darlington & District Motor Club-organised Autogas/Cartersport Jack Frost Stages Rally on Sunday 18th January 2015 which also takes place at Croft Circuit prior to embarking on a national tour of Top Gear Live, which includes the Newcastle Metro Arena in February.



The husband picked up a case of Stella and put it in their cart.

"What do you think you're doing?" asked the wife.

"They're on sale, only £15 for 24 bottles," he replied.

"Put them back, we can't afford them," demanded the wife, and so they carried on shopping.

A few aisles further on along, the woman picks up a £30 jar of face cream and puts it in the basket. "What do you think you're doing?" asked the husband.

"It's my face cream. It makes me look beautiful," replies the wife.

Her husband retorted: "So do 24 bottles of Stella and they are half the price."

A teacher wanted to teach her students about self-esteem, so she asked anyone who thought they were stupid to stand up. One kid stood up and the teacher was surprised.

She didn't think anyone would stand up so she asked him, "Why did you stand up?"

He answered, "I didn't want to leave you standing up by yourself."

## A Tale of One and a bit Rallies

After the finish of the RAC Historic series (29<sup>th</sup> co-driver overall) the ageing co-driver started to think it seemed a long rally break was looming prior to next season, but by chance the rally dating service intervened again and a drive was quickly arranged with a dateless Mark Goodfellow on the local Grizedale Stages. Having watched this event a number of times over the years I was excited to be doing it in the quickest car I have been in to date - a JDMotorsport run Evo which Mark had hired for this rally, at great expense I might add, so I just hoped I didn't let him down!

A murky early morning start saw me meet Mark and the JDM team in Coniston where noise and scrutineering passed without problem until we got back to the holding area and attempted to plug my helmet in – the adapter was the wrong size for my Bell! After a bit of head scratching Tim Finch stepped in and suggested we cannibalize a spare practice headset for the leads/earpieces which ended up in Marks helmet- don't ask me how but the cobbled up arrangement seemed to work although it was uncomfortable but proved throughout the day to give only minor issues. Thanks to Tim for his assistance. Why oh why do the helmet manufactures' not standardize jack plug sizes.....oh I forgot its money .....but surely this is what the EU is attempting to do with everything else though?!!

The short run out to the first stage surprised me slightly as the car seemed to be very jerky to drive on a lightly loaded throttle- something to do with a "jacked throttle" apparently- whatever that means! The first stage proved to me that it was a lot smoother running on full throttle....and somewhat quicker..... although the things that did surprise me in full bore mode were a) the quality of ride.....in the historic sunbeam Ti you feel every rock, bump and rut but in this car it was as though we were in a very quick limo and b) the traction which again in comparison to the old'un was incredible as it just seemed able to climb out of ditches I thought we were going into. The modern technology in rallying is making a huge difference....but at a cost I guess although I suspect this car would be still cheaper to build and run than a good MK2 ! The second stage, which was a rerun of the first, was delayed which is always a risk to the organizers when running a very short stage twice at 30 sec intervals. So after having been up for 7hrs and it getting towards midday we had done circa 5 miles .....a bit different to road events (or maybe not – see later !).

The meat of the event was now in the main Grizedale complex and with the weather improving the run up the east side of Coniston to SS3 showed the Lake District off in all its autumnal beauty. Mark had now got the hang of this car and considering his relative inexperience (circa 10 events) I was impressed how he handled the car including controlling an almighty moment at the flying finish of SS4 where a severe ridge in the road had us well airborne and sideways.....the organizers shortened the stage for the SS6 repeat after a raft of complaints I think. I had lost the place in the notes for a mile in SS4 and it also happened to a lesser degree in SS6 at the same point. The car didn't have a trip meter and this is clearly one of the advantages to a smart co-driver.....but then again I shouldn't lose the notes in the first instance!

Service was problem free with the JDM team, helped by Tim Finch, on top of all 3 cars and thus we set off for the longish SS5 and 6. In front of us on the road section was the JDM bosses car navigated by Dan Hurst.....suffice to say he wanted to take Darren on an admittedly very scenic tour of Tarn Hows until we flagged him down and got him to turn round....and then he promptly took another wrong slot .....we had a good giggle in our car Dan! Another advert for intelligent tripmeter usage maybe? The end of the rally was reached without major drama and my overall impression was of a very capable car driven well by Mark on superb roads in a area of natural beauty. It doesn't come much better really and this is an event well worth doing in my view although a lot of budgets are spent/stretched at this time of the year, which must limit the entry to a degree.

**Continued On Page 29**



## A Tale of One & a Bit Rallies

### Continued from Page 28

Overall we had finished 26<sup>th</sup> overall in front of Darren/Dan, although they had incurred a puncture towards the end of one stage to be fair, so Mark and I were pleased considering we met on the morning of the event and he hadn't driven this particular car until the day before the event. Thanks to the JDM boys for their support throughout the day and also to the organizing team plus a band of smiling marshals who all seemed to be in good spirits.

**Focus now turned to the GPMC run Preston Regardless** which I had agreed to do with Mark Travis in his immaculate Proton. Suffice to say this was to prove to be a short night.....The run round Trax was different but not sure I would want this type of test in all road events as it certainly makes it an early start with a bit too much of waiting around. The first section proper set off from just outside St Michaels and utilized roads not used for many, many years. The roads were very greasy with a constant drizzle and certainly Standen/Frost at car 5 had proved that as they attempted to slow for a trickily positioned control just a few hundred meters into the event! We seemed to be going well with no drama until we got to Eagland Hill (west of Nateby) and a slot left onto a narrow white. I had plotted a NAM at the white entrance but as we flew down the narrow bumpy yellow a car in front obviously having missed it had turned around and slotted into what they thought was the correct white.....so we followed them...which was a mistake !! The white soon petered out and left us in a swamp...the 106 managed to extricate himself but we were well and truly stuck and no amount of digging, pushing and swearing was going to shift it without a tow. After what seemed an eternity, a set of lights appeared and it was Steve Lewis in the closing car- he wasn't too sure either.....it turned out that the two whites were approx. 100 yards apart and we had sailed past it (we discovered later that the missing NAM was up the white itself). Anyhow, after a friendly policeman arrived to see what he thought was a pair of sheep rustlers turning out to be actually Travis/Vart covered in mud he left to get a local farmer with a 4x4 he thought might be up and about. At this time another set of headlights nosed down the white and lo and behold Mr. Kiziuk in his Korean "plastic 4x4" sailed into view, laughing merrily away.....in these circumstances one can't be too proud and in a jiffy Matt had pulled the Proton out. Meanwhile the farmers had turned up in a metal 4x4 and were taking bets on how well the "HighnDry" would perform...think they left disappointed but they did say how much they had enjoyed spectating and said most people had hesitated or missed the white slot.....which wasn't a lot of consolation ! Thanks to all who assisted and hope you get a Lancashire Blonde for Xmas Matt (don't drink it all at once.....:-)). I did have a run out the following morning to have a nosey and again I learnt something obviously really...there was a small building on the yellow directly opposite the white entrance which I should have called whilst ignoring the car in the distance...basics Varty !

My key New Years resolution is to finish a rally in the Travis Proton but do hope you have all had a good break and are ready for 2015 and whatever that brings.

The ageing co-driver

Varty

Tony Vart - CDMC

## Bird Flies To Grizedale Victory

After losing out within sight of the finish when leading for the past two years, Cumbrian rally driver Paul Bird finally overcame his recent jinx by winning the Coppermines Grizedale Stages Rally in his native Lake District. But the day wasn't without incident as the British Superbike team boss from Langwathby near Penrith was suffering with a heavy cold after returning from last weekend's victory at the Macau Grand Prix and an altercation with a wayward spectator's vehicle en route to the final stage start in the forest complex also hampered his bid. After narrowly missing out on this year's BTRDA Rally Series title, Bird and Welsh co driver Aled Davies were hoping to end the year in style in the Rubis Petroleum, Cockspur Rum, Fuchs Titan Race, Mac Tools-backed and Dom Buckley Motorsport-prepared Frank Bird Poultry Ford Focus WRC07.

Fastest on the opening stage, the 2005 ANCRO National Rally champion set fastest time on all remaining five stages to emerge victorious by over half a minute at the finish and in doing so, added to the 2009 victory on his local event.

The result also marked a successful year for Bird in the Cumbrian forests as this weekend's victory added to the Malcolm Wilson Rally win which he took back in March. Paul Bird: "I haven't felt too good this week but took some cold remedies and despite feeling under the weather, we just got our heads down and did what we needed to. Apart from a spectator not looking where he was going which nearly put us off the road and resulted in me damaging my car taking evasive action, we had no problems at all. It makes a change as this rally hasn't been too kind to me in the past but again I've not had much luck but managed to pull it off this time. We were fastest on every stage and we just controlled the pace but I was surprised there wasn't more of a challenge given the top quality entry. Thanks to Aled, the team and the sponsors for doing a great job this season."



Photos : Chicane Media

## I haven't the Foggiest Idea...

What with having seen the Illuminations Rally cancelled at short notice and an extremely short outing on Mull, I was more than up for doing another road rally before signing off for the year as C of C on the Preston Regardless.

And so the decision was made to have a crack at The Dansport, a rally I had never experienced before, down in deepest Derbyshire on Map 119.

I offered my services on the British Rally Forum and a chap called Toney Webb got in touch and hey presto, the entry was sent off to the lovely Frances Banning. Game on!

Toney and I had planned to have a get-together prior to the rally so that he could get his head round my map reading style and just so that we were not total strangers when the event started.

But time constraints on both of us meant this didn't happen, so we would have to do the rally 'blind' ...

and that wasn't actually far wide of the mark because on the Saturday of the event a quick look on Facebook revealed that Derbyshire's rolling hills were already blanketed in thick fog at 1pm. Not good.

I texted Toney to let him know and to his credit his lovely missus nipped off to a Hobbycraft shop and came back armed with some yellow plastic sheeting, with which he could fashion some headlamp covers for his Proton Satria, giving us makeshift fog driving lamps. A cunning plan Baldrick!!!

We finally met for the first time around 6:15pm near to Robinsons and decided to go out into the dark of the lanes to see if these headlamps would work. On normal headlamps we could see 20 yards but it was a white haze in the fog. However, put the yellow plastic covers over the lamps and you could see maybe 25 yards but crucially you could see the edges of the lanes on both sides of the road. Result!

We decided to have a quick run along a few lanes to see if the fog was thinner anywhere...it wasn't. In fact, it got worse the further we went and as we drove back to Chesterfield to attend noise, I asked Toney what he thought and he replied: "Surely they must cancel it on safety grounds?"

Wrong. We breezed through the noise test and went through scrutineering without a hitch, so we knew, the rally was definitely running. Toney was fairly quiet and I put it to him that if he was unhappy we would pull out and go home. I offered the alternative, too, which was that if he wanted to do the event I was happy to sit in with him and have a crack at getting round the route. After 30 minutes or so he told me he was going to do the event.

The next thing was going through the signing on process in order to get the quiet spots and blackspots and because of the Matlock Motor Club rule on bringing a marshal, we could not sign on until our marshal, or marshals, Ian and Steve Mitchell, arrived and signed on themselves.

It became apparent that crews were actually being given the entire route after signing on, and looking around you could see that there was something in the order of 250 tulips to plot to get around the majority of the route. I bloody hate tulips, Butler!!!

Ian and Steve turned up at around 9:10pm and I got the route info around 9:25pm, and so it was a case of heads down and get on with it. If only it were that simple.

Truth be told, I got stuck in a few places and needed help from other navigators who were unfailingly generous. I recall I needed a Gypsy Lee (wee) at around 10:30pm and by this stage I had plotted less than half of the route. When I returned to my table inside Robinsons to carry on plotting, I discovered that my concentration had gone completely. Maybe it's a combination of being the wrong side of 50, wondering what was going on with the navigation and the fog, and dreaming of sinking a pint or two on a Saturday night!

Anyway, Paul Taylor played a blinder at this point, checking over what was left of the route and finally, at 11:40pm, some two hours and 20 minutes after getting the route info, I was ready! Actually, I was ready for a pint and my pit, I felt like I had already done a night's rallying by this stage.

We left Robinsons shortly after midnight and bizarrely, the first sector featured many of the roads Toney and I had been for a drive over before noise opened. How lucky was that??? It helped us to settle down and we got on with the business of trying to get round the route without fails. Sod speed, this was about survival and getting a result.

I can't remember too much else about the event.



### Continued from Page 30

We kept the car honest, I think we had one overshoot to a hard-to-see slot but rectified it immediately, and that was about it. The Dansport used the many amazing roads that Derbyshire has to offer and in fairness to Toney we never looked like having an accident. At petrol we were lying 15<sup>th</sup> overall and there had not been many casualties from the 42 starters, so it was a solid effort.

In the second half Toney tried a little harder and we managed to climb up to 12<sup>th</sup> overall and we were both very pleased with the result, given the local talent with local knowledge that we were rallying against. In reality, Toney was at this stage a semi-expert and he told me he was gutted he had not been allowed to run in that class as he would have won 1<sup>st</sup> semi, as no semi-expert crews had bettered us.

But that's rallying and I suppose unless road rally organisers change the rules so that novices, and semis stay in a particular class for a 12-month period to learn the ropes more thoroughly, these things will happen. Toney had to run as an expert because of my record and experience/results.

A word of mention and praise here to Dan Willan who finished second overall despite telling me at the noise check that he couldn't drive in the fog!!!! Blimey. So, by 6:30am it was all over, breakfast had been had and it was time to hit the road home. I opted to take the more leisurely route up the M1 to Leeds and then west via Manchester back to Sir Tom Finney Land (Preston).

However, by 7am I could barely keep my eyes open and I pulled off the M1 at Barnsley and had a 30-minute nod in the car before waking up and firing up the Quattro for the final leg of the journey home. On the Sunday afternoon I took Mrs Barnes and our new puppy pooch, Monty, for a promenade to the Sir Ioin Inn where I enjoyed two or three pints of real ale before heading home for a well-earned snooze. Concentrating in dense fog, whether it be driving or navigating, really takes it out of the old mince pies (eyes). I felt like mine had been removed, given a sanding, then popped back in.

Maybe it's just advancing age? Anyway, I digress, thoughts on the Dansport Rally? It's a ten from Len!!!!!! Hats off to the organising team, with C of C Richard Hunter putting on a real challenge for the occupants on both sides of the car. Will I do it again? I doubt it.

It's not you, Dansport Rally, it's me! I am past Mensa tests on a Saturday night. I like straight-forward pre-plot events and I feel I have earned the right to a bit of fun after a hard week's work, rather than sitting there wondering why I am sitting there!!! But each to their own and there is no doubt the Dansport Rally richly deserves to be recognised as one of the best rallies out there.

**Alan Barnes : G&PMC**

Three men all die on Christmas Day and arrive at the pearly gates.

Peter greets them and tells them that they are all evil men who should go to hell, but because it's Christmas, he'll let them into heaven if they have something representing the holiday with them.

One of the guys has a Christmas ornament, and gets let in.

Another guy has pine needles on his shirt, and gets let in.

The third guy pulls out a pair of panties.

"How do those represent Christmas?" asks Peter.

"These are Carol's."

---

John comes back quite late from a day at the golf course and his wife asks: "What kind of time do you call this?"

"It was terrible dear," John replies. "I was playing a round with Harry and suddenly he collapsed and died at the third hole."

"That must have been awful for you dear." said John's wife.

John said "You're right, it was awful. Fifteen holes of hit the ball, drag Harry, hit the ball, drag Harry . . ."

---

Paddy McCoy, an elderly Irish farmer, received a letter from the Department for Work & Pensions stating that they suspected he was not paying his employees the statutory minimum wage and they would send an inspector to interview them.

On the appointed day, the inspector turned up.

"Tell me about your staff," he asked Paddy.

"Well," said Paddy, "there's the farm hand, I pay him £240 a week, and he has a free cottage.

Then there's the housekeeper. She gets £190 a week, along with free board and lodging.

There's also the half-wit. He works a 16 hour day, does 90% of the work, earns about £25 a week along with a bottle of whisky and, as a special treat, occasionally gets to sleep with my wife."

"That's disgraceful" said the inspector, "I need to interview the half-wit."

"That'll be me then," said Paddy.

---

A doctor in St John's Newfoundland wanted to get off work and go hunting, so he approached his janitor. "I am goin' huntin' tomorrow Buddy and don't want to close the clinic. I want you to take care of the clinic and take care of all my patients and I'll give you fifty bucks."

"Yes, sir!" answers Buddy

The doctor goes hunting and returns the following day and asks: "So, Buddy, How was your day?"

Buddy told him that he took care of three patients. "The first one had a Headache so I gave him TYLENOL."

"Bravo Buddy! The second one?" asks the doctor.

"The second one had a bad stomach and I gave him MAA-LOX, sir." says Buddy

"Bravo, bravo! You're good at this and what about the third one?" asks the Doctor

"Well Sir, I was sitting here having a smoke and suddenly the door flies opens and a woman enters. Like a flame, she undresses herself, taking off everything including her bra and her panties and lies down on the table and shouts:

HELP ME - I haven't seen a man in over two years

"Lard Tunderin' Yeezus, Buddy!!! What did you do?"

I put drops in her eyes!!

## The perfect way to finish the year!

This year hasn't been great for me event wise, it started off well with a great result on the Carvers Traders back in January, a good start for the ASWMC championship, but went downhill from there! & DNF's in total, one of which we didn't even make it out of the first grid square before having a fight with a tree! Some results were poor due to getting stuck in fields, drowning out in fords (in a ford!) so there has only been 4 or 5 events to really remember, and then comes along the Preston! The good old Preston to cheer me up and have a good end to the year!

It was an early start from Swansea, meeting Jamie Jukes nearby to catch a lift over with him. Once we had picked up Ross Whittock (Jamies navigator) from near Bath we were on route to Thetford! After stopping off in a services near Stansted airport we soon met up with Edryd Evans & John Davies on the motorway and the banter started!

We arrived at the finish venue pretty early, beating most of the organising crew so we parked up in the wrong place, but it gave us time to get the cars ready and any unexpected problems sorted. We stopped down at the Bull next to the start venue for some food before heading off to get the cars and us through scrutineering. I was sat in with Andy Ritchie, my Preston driver! (Turning into a little custom!), he was running a little late but got to scrutineering in good time, after a few missed calls and worrying due to poor signal! Unfortunately for Chelmsford MC the ambulance station had building work going on so they couldn't run the start as usual, but they coped well with the situation and soon everyone was leaving MTC1 and on their way!

And off we went into the darkness! Andy's newly build BMW was feeling good and we were ready to tackle the event. A slight problem early on where the windows wouldn't work, but we had to put up with it and just open the door, got used to it by the end! 'Freckenham' was to start this year just the other side of Worlington, a good first section which was fairly smooth and eased everyone in easily! Ian Ainsworth & Richard Hage (Proton Coupe) were quickest through here dropping 11 seconds with Jamie Jukes & Ross Whittock (ZR) dropping 14 and Ian Newton & Ian Jones (Escort Mk2) giving it a good go at the start dropping just 16 seconds.

A short neutral section then down to 'Worlington' which started just off the B1102, another one which wasn't too bad, a few trees thrown in. A few crews were starting to drop off at this early point, 2 cars stuck in some mud after overshooting a 90 right, it gave us a bit of a helping hand to be honest as we could see exactly how far away the corner was! We were taking it easy in the BMW as it was newly built and hadn't been through these type of conditions yet! We wanted to finish rather than break it early on! Simon Harrison & Paul Bosdet (Impreza 2WD) were quickest dropping 46 seconds, a very strong time! The semi-expert crew of Dave Parry & Ieuan Robertson (Civic) were second quickest dropping 1.22 and the novice crew of Dan Arthurton & Joe Massey (Micra) were third with 1.37, showing the event was open to any experience of crew! Ainsworth/Hage had hold of the lead still.

Next up was 'Bay Farm', I remembered this one from last year, a nice concrete section to start and it was flat down to the fence before the slot, so off we shot! Again we found another car, one of the 7 yellow MG ZR's that were out on the event (Blame the Turners!) had overshoot a 90 right and slid into a bushy hedge! Ainsworth/Hage, Paul Sharp & Paul Barrett (214) and Stefan Taylor & Joseph Pomfret (Proton Evo Coupe) all completed this section dropping just 1 second!

A very short road section then took crews to 'Swales', it's amazing how the organising crew have found all these tracks so close together! (Sorry there's not much detail about each section, it's been a week now and I can't remember which one was which!) Harrison/Bosdet set another quickest time with 4 seconds, Jukes/Whittock close behind with 9 and Taylor/Pomfret with another top time of 10 seconds dropped. Taylor/Pomfret were a novice crew running car 53 to note!

## Chelmsford MC PRESTON RALLY

Sponsored by  
**Preston's Garages of Writtle.**



**Continued on Page 33**

## **Preston Rally**

### **Continued From Page 32**

A bit of a longer drive to the next section this time, through Red Lodge down to Kentford Heath for 'Kentford', a longer one this. This one was for the 2's on the entry list, Jukes/Whittock, car 2, being quickest dropping 1.24, car 12 Lloyd/Lloyd (318) were second quickest dropping 1.28 and car 22 Lee Burgess & Paul Gould (205 GTi) were third quickest dropping 1.42. Next was 'Herringswell' where the current leaders Ainsworth/Hage had the quickest time of 54 seconds, just 1 second behind was John Davies & Stewart Merry (Astra) and another second on were Jamie Turner & Georgina Clark (ZR).

Onto 'Park Farm' the other side of Herringswell village, a few tight sections in this one between tree's, I did wonder at one point if it was a track before the event or not! 4 time Preston winners Owen Turner & Andrew Dadswell (ZR) were quickest dropping 1.36. 2 seconds behind were Ainsworth/Hage and another second on from them were Harrison/Bosdet.

Back up the A11 this time to the first petrol halt of the night. A quick splash and dash at the petrol station opposite the star venue before heading north towards Brandon.

So off from petrol up past RAF Lakenheath, got to say the road book was very well marked a clear enough, the zoomed in sections for villages was a good idea as well, perfect. We followed a couple other cars on the way to TTC18, they both wrong slotted in Faltwell but we were confident enough we were on the right route, soon we arrived and it was nice to see a quick blast up some tarmac to start the 'Methwold' section! Flat up the road and slot 90 left through a gap in the hedge (I remember parts on this one!) flat and slot 90 right at the end over rough stuff, 90 right again and back to the tarmac at the end, 90 right and flat back towards the start, slot 90 left and through some rough bits and then up to an old airfield, I remembered this one from last year, very quick! Having the marshals in high vis helped to judge distances as they were a little sketchy from the drawn maps! Seems like this one was easily cleanable with cars 1, 3, 4, 6, 7, 9, 10, 11, 13, 14, 17, 20, 21, 23, 24, 27, 33 & 37 all cleaning it! Conrad & Oliver Bos (ZR) were the quickest novices dropping 29 seconds in total.

'Warren Lodge' was next through all the trees near Cranwich Heath. Ainsworth/Hage were still in their leading form with a quickest time dropping just 3 seconds. Harrison/Bosdet were second quickest dropping 12 seconds with Turner/Dadswell dropping 18.

Onto 'Didlington' now which was just the other side of Didlington village, a longer section in the trees that also crossed the main A1065. A long delay control was put in so people could cross the main road safely, a little long in my opinion but it was there for a reason! Turner/Dadswell cleaned it with Jukes/Whittock dropping 4 seconds and Ainsworth/Hage dropping dropping 6.

'Santon' was next which started just outside of Brandon and ventured into Thetford Forest, another cleanable section with cars 1, 2, 3, 6, 7, 9, 14 & 15 all coming in on their allocated time.

A little drive this time up to 'Wretham', I say a little drive, it wasn't far at all, but longer then most of the road sections! This one started and finished just next to each other, luckily a car was pulling out of the exit just down the road so we knew it was coming up soon! Jukes/Whittock were quickest again dropping 56 seconds, just 1 second in front of Harrison/Bosdet and another 2 seconds ahead of Turner/Clark.

'Larkshall' was just the other side of the A1075. Another close one with Turner/Clark being quickest by just 1 second ahead of Harrison/Bosdet and Davies/Merry 8 seconds behind them dropping 55 seconds.

Just 'Croxtan' to get through now before the longer second petrol where we could chill out for a little! I was really getting tired by this point, maybe I should of had a sleep in the van on the journey up! Ainsworth/Hage were onto again dropping 24 seconds ahead, a good pace ahead of second quickest Jukes/Whittock with 52 seconds and Turner/Clark with 59.

## Chelmsford MC **PRESTON RALLY** Sponsored by **Preston's Garages of Writtle.**



## Preston Rally

### Continued from Page 33

Last third now! Time to step up the pace a little and see what this BMW can do. Yes we weren't going to be the fastest but as long as we finished and had fun, we were happy, and we were both happy so far!

Through Thetford and through the village of Rushford to head to 'Euston', hopefully we wouldn't have a problem! 1, 3, 6, 14 & 27 were all on a mission after the final petrol, all cleaning the section! The route was starting to get a little rougher by this time and into the deep dark trees! This was a good thing though as a lot more cars were still going, not having things break early on! Smooth stuff at the start again next year please guys!

A short trip through Euston to get to 'Fox Pin' which was again cleaned by a few, cars 1, 2, 3, 6 & 14. Then down the A134 to 'Ingham' which was the second biggest dropper of the night. 1.11 was the quickest time set by Ainsworth/Hage who were still on top form! 10 seconds behind were Turner/Clark who were getting quicker and quicker through the night, fighting back from 21st at the start of the night. Another 2 seconds behind was the brother(!) Turner/Dadswell.

A little section of 2 way traffic, which didn't bother us as we were seeded near the back, and up to 'Duke Ride'. This was also onto page 15 of the road book, the final page, the end was near! Even though it was near the end of the night several crews were still pushing, 1, 2, 6, 14, 42 & 46 all cleaned this section with current leaders Ainsworth/Hage having problems, dropping an almighty 25 minutes and 40 seconds! I'm not sure what the problem was but a devastating thing to happen so close to the end after leading for the whole night! This moved Turner/Clark up to the top spot, Jukes/Whitlock having earlier problems moving them from 2nd overall to 4th and now back up to 3rd with Banham/Stimpson in the middle.

'Summerpit Bottom' was next on the edge of Thetford Forest Park, yet another one cleaned by several, 18 crews in total! And then up to the final section 'Elveden' in Elveden estate, a very long section through the forest, imagine a mini rough Finland WRC, several straights with just as many 90's with the odd corner thrown in there for good measure! This was the big dropper of the night with Banham/Stimpson completing it in the quickest time, dropping 2.28. Second was Harrison/Bosdet 10 seconds behind and in third was Ainsworth/Hage dropping 2.56.

And that was it! A short trip back to the finish venue at Elveden Restaurant and it was all over! Another tough Preston but there were a lot more crews at the finish this time. Brilliant work from Andy Ritchie again all night keeping the car going, for a lot of it sideways, but mainly in the right direction! Really good fun! Thanks also goes to Chelmsford MC for putting on this unique event, so much work goes into it all and I'm sure there thinking about next years already! Well done to Jamie & Georgina who took the win, Jamies 18th Preston and first time winning! You could see he was over the moon! Well Deserved!

And that was it! Time to head back to South West Wales! Thanks to Jamie for doing all the driving! Hotel Transporter was brilliant! (Mattress in the back of the van!) It's a long way to travel and now I'm saying I won't go back next year, but I'm pretty sure I'll be heading back again! It's too good an event to miss and the perfect way to end the year!

**Daniel Pidgeon, Nav : Car 50, BMW 318 (27th overall)**  
**(British Road Rallying [www.britishroadrallying.com](http://www.britishroadrallying.com))**

Researchers for the Ministry Of Transport found over 200 dead crows near Greater Manchester recently and there was concern that they may have died from Avian Flu.

A Bird Pathologist examined the remains of all the crows, and to everyone's relief, confirmed the problem was definitely not Avian Flu.

The cause of death appeared to be vehicular impacts. However during the detailed analysis it was noted that varying colours of paints appeared on the bird's beaks and claws.

By analysing these paint residues it was determined that 98% of the crows had been killed by impact with lorries, while only 2% were killed by an impact with a car.

The Ministry then hired an Ornithological Behaviourist to determine if there was a cause for the disproportionate percentages of truck kills versus car kills.

The Behaviourist quickly concluded the cause.....

When crows eat road kill, they always have a lookout crow in a nearby tree to warn of impending danger.

They discovered that while all the lookout crows could shout "CAH", not a single one could shout "LORRY".

Chelmsford MC  
**PRESTON RALLY**  
Sponsored by  
**Preston's Garages of Writtle.**





# J J Brown Rally

The end of November neared and out of the blue Llion "Tractor" Williams offered me a spin on the JJ Brown rally with him driving, I knew it was a long way to travel for me just for a craic, but I had been wanting to do the rally as it was one of the legendary Motoring News rallies that I never got a chance to compete on, and on a good map.

All that was needed was myself (and associated navving stuff) and an OS map 115, neither of which was a problem as I had a spare 115 left over unused from the Cambrian stage rally (too many signs on stage events haha). The seat was going to be in a Proton Satria, a car I knew Llion drove well as I had seen him in one on a couple of rallies including the Pacemaker. Then in the week leading up to the event he then told me he had hired a Mk2 Escort, John Mk1's RNx no less! Excitement was building for the rally and set off mid afternoon for Caernarvon and pleased to see a compact Scrutineering to Start location with a good atmosphere, timing was about right as I turned up as Llion was exiting scrutineering. So we then headed to Glan Gwna Holiday park and went through the usual process of signing on, etc. At drivers briefing the organisers gave us a taste to come with the aim of a Motoring News style event albeit only 100 mile route.

Plotting time went well and although my plotting pace was more laid back than usual (2 navigators in one car does make a difference haha). We finished in plenty of time which gave us ample opportunity to watch the top 10 leave the car park, It was a good top 10 and there were at least 4 or 5 different winners.

The field left Glan Gwna and head south to Llanwnda to start the 1st section which was a nice slack section to get the crews up to speed, Something we were happy about as it meant we could get used to the car, it was a fun section with the 1st Spectator point of the night, when we approached it looked like the Cilwendeg crowds had arrived, there were people everywhere, it had to be the place where it didn't go quite to plan for us with the car understeering straight on, but as a whole this was going to give an idea on how the night was going to be, flat out revs from every slot.

Next we headed for the Pont-Y-Cim section which started on the tarmac white next to the A-road and had a short 3-mile loop round to finish near Aberdesach, at least 6 Experts cleaned this section but it did catch a couple of the top 10 out, Steven John Williams/Paul Roberts (Escort Mk2) dropped 5 seconds and Steve King/Andrew Sharley (BMW Compact) dropped 1 minute 21 seconds.

Leading Semi Expert crew were Shon Roberts/Tony Jones (Escort Mk2) on 15 Seconds with Osian Williams/Sion Tegid ap Thomas (Peugeot 106) just 1 second behind and Dylan Parry/Iwan Parry (Peugeot 205) sitting in 3rd with 23 Seconds dropped.

In the Novices Rhun Ellis/Elen Jones (Peugeot 206) lead on a clean sheet. Gwynant Owen/Michael Jones (Peugeot 205) were 2nd on 25 Seconds with 3rd place tied with Clive John Jones/Osian Baum Jones (Peugeot 205) & Dylan J Thomas/Iwan Griffiths (Ford Focus) both on 1 Minute 9 seconds.



1st O/A



1st Expert



1st Semi Expert



1st Novice

**Photos : Duncan Littler**

**Continued on Page 36**

## **JJBrown Rally**

### **Continued from Page 35**

The next section started at Clynnog-Fawr and ran almost to the bottom of map 115 around the edge of a hillside before coming back north to cross over the A487 at the start of a little sting in the tail end of section around Nebo, although this was timed to the minute so most top crews didn't drop, it still was a challenge with a impossible hairpin being very tight and some tricky slots/roads. TC9 started nr Groeslon and ran through some very tight and tricky lanes to finish at Penyffridd, this section was 3.5 Miles in length and only contained 2 Passage controls (1 being a NAM Triangle) and 1 code-board, however this section ran past Llion's home so we attacked the section well and was nice to just call out controls more than corners (and keep him on the road and not on a hedge! Despite his best efforts!) This section was to claim Mei Jones/Daniel Jones in their Astra, retiring soon after PC25, this also caught out Wyn Owens/Jenny Evans (Escort Mk2) as they made a wrong slot and dropped 2 minutes 44 seconds. We went on to clean the section by 30 Seconds. The leaders at this point Iwan Pritchard/Gwawr Hughes (Escort Mk2), Kevin Kerr/Max Freeman (Escort Mk2), Ian 'Dude' Roberts/Dale Furniss (VW Golf) & Llion Williams/Jon Hawkins (Escort Mk2), all of whom were clean to this point, 1st of the competitors who had dropped time were Gareth Williams/Alan Jones (VW Golf) who were on 12 seconds dropped.

Quickest Semi-Expert on this section was Chris Farrell/Arwyn Williams (Civic) who cleaned it however Farrell/Williams had picked up 2 minute early penalty on the last section dropping them down the leaderboard. The class leaders here were as follows: Endaf Jones/Ilan Rhys (Corsa) on 2m 22s, Parry/Parry (205) on 2m 32s & Roberts/Jones (Escort Mk2) on 3m 14s

In the novices the leaders were as follows: John Jones/Baum Jones (205) 1m 55s, Ellis/Jones (206) 2m 26s with Llyr Lewis/Rhys Jones (Starlet) in 3rd on 4m 27s

Next was a short 5 Minute section nr Ceunant & Llanrug, this involved a lot of slots and give ways, 6 Experts cleaned this section (Pritchard/Hughes, Williams/Roberts, Kerr/Freeman, Roberts/Furniss, King/Sharley, Williams/Hawkins)

TC13 to TC14 was up next running from Bryn Bras down to Llanberis along a narrow yellow, this was a tricky section with a lot of corners after crests and steep drops off the road all unfenced, we took it easier on this section preferring a finish with a straight car and big smiles to a dented car going for a result. As a result of this we dropped 13 seconds again the 3 leaders (Pritchard/Hughes, Kerr/Freeman, Roberts/Furniss ) cleaned this section with Williams/Roberts (Escort Mk2), Ken Jones/Ianto Fon Jones (Escort Mk2), Chris Philips/Dion Bee (205), Arwyn Hughes/Gareth Jones (205), Robert Williams/Merfyn Williams (Chevette) & Parry/Parry (205) also cleaning it.

A short neutral led to TC15 which was a slack section leading to another dropping section, this was supposed to be easy however fuel issues and a spin/stall cost us some time meaning although we cleaned it we started the dropper around 5-6 seconds later this didn't help our rhythm in this section and we had a costly overshoot of a slot in the middle of the section, it ended after a small tarmac white changing your approach to TC17. We dropped 40 seconds here but again the 3 leaders cleaned it, also cleaning it were Williams/Roberts (Escort Mk2), Steffan Llewellyn/Dylan Jones (Corsa) & Geraint Jones/Carwyn Edwards (205). There was 1 last slack section to go then into Petrol, Most crews cleaned it .

**Continued on Page 37**

### **Best Under 21 Navigator**



### **Best Under 21 Driver**



### **1st Beginner**



### **Best Under 1400cc**



### **Best Mixed Crew**



## **JJBrown Rally Continued from Page 36**

The 2nd half started at Halfway Bridge and had a slack 1st section, this lead into the 2nd section, this ran alongside the A55 from West to East using a twisty yellow on the side of a hill, the Pallet in the road was an unusual sight but didn't cause any issues. This section was to be the dropper of the night and this was the section to decide the result of the rally! Kerr/Freeman were the only crew to clean this difficult section which consisted of tight corners and narrow roads with open hill sections, also in the section were 2 Codeboards, the only crew who received a penalty for them were joint leaders Roberts/Furniss who failed to get them signed for at the next manned control, they did however score a good time of 5 seconds dropped. The other leader from petrol, Pritchard/Hughes had a clean run however dropped 7 seconds dropping them to 2nd place behind Kerr/Freeman. We again took it cautious here aiming for a finish at this point, regardless of result and dropped 27 seconds claiming 6th Fastest on the section.

The Semi Expert pace was strong as ever and fastest on this section was Jones/Rhys (Corsa) on 25 Seconds, with Roberts/Jones (Escort Mk2) just 1 second behind and Williams/Williams (Chevette) a further 2 seconds behind Roberts. This meant that Jones/Rhys still lead the class and Roberts/Jones jumped up into 2nd with Parry/Parry (205) falling to 3rd.

In the Novice class Ellis/Jones (206) scored an impressive 59 seconds dropped on the section, 22 seconds clear of 2nd fastest John Jones/Baum Jones (205) on 1 Minute 21 Seconds with Owen/Jones (205) on 1 Minute 24 Seconds. No change in the class leading positions.

The next section was a long one starting from Landygal through the ford and through several miles of lanes, it was slack for most people, that was until we found the road blocked by another competitor who had broken a wheel and damaged the car near Waen Wen. We rejoined route missing PC42 which was inaccessible due to the blockage. Even with this issue and a quick wrong slot we cleaned the section by 1m 30 or so. Next section was again a tight one with only 4 minutes to complete a very narrow section down tight lanes with several 90 degree bends and a white which although was tarmac had some large rock filled banks either side! Again we pushed and caught Geraint Davies in this one towards the end, however just before the Give way near the Finish control we hit a rock bending the wheel and causing a Puncture, with this we dropped 7 Seconds claiming 4th Fastest. The 3 crews ahead had all clean this Section, they were Pritchard/Hughes (Escort Mk2), Kerr/Freeman (Escort Mk2) & Williams/Hughes (Corsa).

The Semi Expert pace had picked up further with Roberts/Jones (Escort Mk2) dropping 8 Seconds and with a repeat of the last dropper Williams/Williams (Chevette) were a further 2 seconds behind Roberts. But drama was to strike Jones/Rhys (Corsa) who hit a ditch between here and the finish ending a good run. So Williams/ap Thomas (106) were 3rd quickest on 23 Seconds.

The Novices were having a bit of a shake up with losing Ellis/Jones (206) in an accident on one of the last sections, Owen/Jones (205) were very quick on these lanes and dropped only 23 Seconds, this was 24 Seconds quicker than David Roberts/Aaron Renshaw (Corsa) who dropped 47 Seconds and 45 Seconds quicker than Lewis/Jones (Starlet) who dropped 1 Minute 8 Seconds. But bad luck was to come for the latter crew who dropped 7 Minutes on the last section, dropping them from a class win down to 3rd in Class

The last section was a run down to Caernarvon for a run alongside the Menai Straight, this was an easily cleanable section and again a road Llion knew, so for me it was a sit back and relax moment just noting down the boards and enjoying the ride, drifting out of the last slot grinning like idiots just having a craic. We cleaned this section by over 3 minutes, just a shame the rally ended there. I would have loved another 100 Miles!

Thanks to Huw Gwyn Jones and the team for organising a cracking rally and all the marshals who made it possible, lovely sections with good controls and roads making this a must do event next year for any crew wishing to do a proper North Wales event. I must also thank Llion for an awesome spin in a lovely Mk2 and despite never driving an Escort before took to it well I'd say, talented in both seats!

***Jon Hawkins, Navigator – Car 19, Ford Escort Mk2 (3rd Overall)***

### **The overall results were:**

1st	Kevin Kerr & Max Freeman,	Ford Escort Mk2	0.00
2nd	Iwan Pritchard & Gwawr Hughes,	Ford Escort Mk2	0.07
3rd	Llion 'Tractor' Williams & Jon Hawkins,	Ford Escort Mk2	1.27
4th	Steven John Williams & Paul Roberts,	Ford Escort Mk2	1.29
5th	Elgan Williams & Nia Hughes,	Vauxhall Corsa	3.03
6th	Wyn Owens & Jenny Evans,	Ford Escort Mk2	3.39
7th	Geraint Davies & Sarah Gluyas,	Ford Escort Mk2	3.56
8th	Ken Jones & Ianto Fon Jones,	Ford Escort Mk2	4.23
9th	Chris Phillips & Dion Bee,	Peugeot 205	4.32
10th	Steve King & Andrew Sharley,	BMW Compact	4.47

### **Class 2 – Semi Experts**

1st	Shon W Roberts & Tony Jones,	Ford Escort Mk2	5.40
2nd	Dylan Parry & Iwan Parry,	Peugeot 205	7.08
3rd	Osian William & Sion Tegid ap Thomas,	Peugeot 106	7.09

### **Class 3 – Novices**

1st	Gwynant Owen & Michael Jones,	Peugeot 205	15.31
2nd	Dylan J Thomas & Iwan Griffith,	Ford Focus	17.52
3rd	Llyr Lewis & Rhys Jones,	Toyota Starlet	20.38

### **Class 4 Beginners**

1st	Alex Jones & James Peters,	Proton Satria	9F 36.01
-----	----------------------------	---------------	----------



Caernarvonshire and Anglesey Motor Club

# J J Brown Rally

Caernarvonshire & Anglesey MC hosted the JJ Brown memorial rally for the first time in a couple of years on the 6<sup>th</sup> of December. Starting from Glan Gwna Caravan Park two miles outside the castle town of Caernarvon.

59 crews attended the event which had been oversubscribed prior to the day only for a couple of crews pulling out on the day and the reserves not taking part. The crews were promised a challenging route of 100 miles using some of the classic lanes around the Snowdonia national Park on map 115. The event would be a closed to club affair, considering this there would be a strong field. The newly crowned welsh road rally drivers champion Ian "Dude" Roberts would be trying to gain another victory to his tally this year but would have to do this without his championship winning co driver Gwawr Hughes who would be guiding Iwan Pritchard round on this occasion. Other notable drivers were Steven John in his mk2 escort and Steve King in His Bmw compact. Harlech mc regular Kevin Kerr was also entered looking for his maiden win and with the talent of Max Freeman along side him he would be a strong contender.

The rally would head south from the start for a small 3 mile selective just south of Foryd Bay. The section was cleaned by all but for 6 crews who dropped time on the section.

The next section was one of the JJ classics "Bont Y Cim" selective crews cleaned this selective however Steven John dropped 5 seconds here as he got caught behind a taxi, a problem which car 31 also had encountered the semi expert crew of Robert and Merfyn Williams in their chevette.

The next section was going to be one of the longest of the rally. Starting from the village of Clynnog Fawr running down to the furthest point south on the map before making it's way back up north to the mini maze of Nebo. 29 crews were still fail free up to this point but it was the end we would see of local Mei Jones navigated by his son Daniel for the first time when the drive shaft on their asra broke. Daniel Jones has done well in his first year gaining many class awards and will be one to look out for in the next few years. A further 4 selectives would take the crews to petrol. With only 3 crews now fail free. Car 1 of Iwan Pritchard, Car 3 of Kevin Kerr and Car 5 of "Dude" and Dale Furniss. Leading the Semi Expert class would be Endaf Jones and Ilan Rhys in their corsa dropping 3m 24s putting them in 12 O/A at the halfway point. The novice's class was being held by Llyr Lewis and Rhys Jones in their Toyota starlet.

It would be a short run from the petrol halt at One stop just off the A55 down towards Bethesda, this selective would run over the old A5 and up towards Tal Y Bont, then running parallel with the A55 to the end of the selective at Abergwyngregyn. The section up to Tal Y Bont is nice and flowing but after the slot left just before Llanllechid the road becomes narrow and tight and deceiving. The section finally split the front runners with Iwan Pritchard dropping 7 seconds and Ian "Dude" Roberts dropping 5 and picking up 2 fails for not getting a signature for two code boards. This left Kevin Kerr all on his own still fail free.

The penultimate section was another JJ classic running from Llandygai through the ford. This section was later scrubbed as a car had blocked the route. It was here we also saw the demise of leading Semi crew of Endaf Jones and Ilan Rhys as they put the corsa off the road.

The last selective would be a short run round the Foryd Bay running the opposite side of Caernarvon castle, although a short cleanable section it is one of the classic sections used on the JJ for many years although they did not use the many NAM's used in previous years which can catch out many crews.

The rally finished back at Glan Gwna with 31 crews awarded with a finish. With just over 50% making it to the finish. The rally was won by car 3 of Kevin Kerr getting him his maiden win the first of many and a victory which has been of the cars for a while. The rally was well received by all who took part. The rally has been struggling for a number of years to get a team to organise the event annually. This year's team took the rally into a new era with this years event. The mix of long and short sections was a nice change to the event which over the last few years has been a lot of short sections with not a lot of slots on them to fully test a navigator. This year the rally tested the crew as a team which made the event.



*Photos by Sonya Jones Rally Photography, <https://www.facebook.com/s.jones.rallyphotography>*

**Merfyn Williams**



## Lewis Hamilton wins BBC Sports Personality of the Year 2014

Lewis Hamilton has been voted the BBC Sports Personality of the Year 2014.

The 29-year-old Mercedes driver **won his second Formula 1 world title** after winning 11 races this season.

He joined an exclusive club by becoming the fourth Briton to win the drivers' championship at least twice.

Northern Irish golfer Rory McIlroy was runner-up after winning two majors and the Ryder Cup in 2014, with athlete Jo Pavey third.

"I am so speechless," said Hamilton. "I'm so proud and honoured to be among such great sporting talent.

"I want to say a huge thank you to all the people who called in, I really wasn't expecting it."

Hamilton, who was **runner-up to boxer Joe Calzaghe** in 2007 and **Sir Chris Hoy** the following year, was presented with the trophy by former Scotland player and Liverpool legend Kenny Dalglish and former England rugby player Jonny Wilkinson in front of a 12,000-strong audience at the SSE Hydro in Glasgow.

The venue, which hosted netball, boxing and gymnastics during the Commonwealth Games last summer, was chosen in the year that Scotland hosted the Commonwealth Games and golf's Ryder Cup at Gleneagles.

Hamilton becomes the fifth racing driver to win the award in its 61-year history, with Damon Hill ('94 & '96) and Nigel Mansell ('86 & '92) triumphing on two occasions and Stirling Moss ('61) and Sir Jackie Stewart ('73) claiming the prize once. Meanwhile, Paul McGinley capped a triumphant 2014 for golf by **winning the Coach of the Year award**.

The Irishman, who is 48 on Tuesday, oversaw a 16½-11½ win over the United States at Gleneagles in September.

However, his European side were **beaten to the Team of the Year prize** by England's women rugby players, who beat Canada 21-9 in Paris to claim the World Cup for the first time since 1994.

## Telford Auto Club

### The RoamerLite Novice Rally

Big thanks to the organising team for putting this one on for us. If you were thinking of entering but hesitated get your entry in next year.

The start venue was great but would have benefitted from some beverages etc. The route instructions were clear and concise with plenty of time to plot. Not too many NAM triangles, just enough for any novice like myself.

It was great to see there were no need for any codeboards and all the marshals were all in the correct place and spot on. I think we managed to thank you all on the way around.

The route was a great mix of quick, tight, dry, slippery and wet. Apologies to the spectators where I emptied the contents of my stomach, my excuse was I had a nasty chest infection but once it was out we were on our way.

I managed to book us in early at one point and missed a PC.

The N/S shocker also broke and was hanging off so Phil 'The Tilt' conserved the car. We cut out the last section and headed for the finish. We were very grateful to the organising team and the pub staff for sorting out our breakfasts, we were the last there and it was welcome before our 3 hour drive home to Caerphilly.

Top event and we thoroughly enjoyed what we did.

**Simon Beacham - navigator Car 19 red 205 GTI**

**1st Class A**



**1st Class O/A**



**1st Class B**



**Best Junior Driver**



**1st Under 1400cc**



**Best junior Navigator**



**Best placed Family Crew**



**Best Unmodified**



**Photos : Duncan Littler**



# Roger Albert Clark Rally 28<sup>th</sup>/30<sup>th</sup> November 2014 Robinson And Collis Win Dramatic RAC Rally 2014

The eleventh running of the Roger Albert Clark Rally took place over the 28<sup>th</sup>-30 November 2014, starting and finishing at its new home of Sunderland. Once again the event offered nearly 200 miles of competitive stages mainly in and around classic "RAC country Killer Kielder" as well as spectator stages at Herrington Country Park, Croft Racing Circuit and tests within Hamsterley Forest. A Superb entry assembled for the UK's biggest historic Rallying event in Motorsport which had a truly international flavour with entrants from Belgium, Holland, Germany, Sweden and Italy amongst some of the top historic crews from all corners of the UK.

## Leg 1

Six stages kicked off the action, 4 at the reminiscent of yesteryears "Mickey Mouse" test at Herrington Country Park overlooked by Penshaw Monument where spectators could view nearly the majority of the action Free of Charge (something that the organisers & local Council deserve massive credit in bringing our much loved sport with the sights & sounds of iconic machinery to the general public.) and two runs through the extremely foggy Hamsterley. The times through the short 0.8 mile Herrington Country Park were evenly matched as expected but with some crews getting closer than they wished to the parks boating lake. Hamsterley proved the first real test and it was Matt Edwards / Paul Morris (Ford Escort RS) who took a lead of 58 seconds at the end of a late night ahead of Matthew Robinson / Sam Collis (Ford Escort Mk2) with Guy Woodcock / Graham Dance (Ford Escort RS2000) in a fine third. Nigel Barber / Stuart Popplewell set a stunning pace to lead the Open Rally in their Vauxhall Astra Sport who's time would've resulted in a fourth overall on combined times. Other notable performances came from Ian Beveridge / Peter Joy (Volvo PV544) who took control in Category 1 ahead of the ever present Ford Lotus Cortina of Bob Bean / Malcolm Smithson by 18 seconds with Jeremy Easson / Mike Reynolds (Datsun 240Z) leading Category 2 ahead of the Belgium crews Gregoire de Mevius / Andre Leyh and Bernard Munster / Andre Hansen by over 2 minutes in their similar Porsche 911's.

## Leg 2

After the restart from Sunderland some 14 stages lay ahead of the weary eyed competitors starting again with a couple of runs at Herrington, 2 tests at Croft Racing Circuit and 2 tests at Hamsterley and moving on to Kielder 5 of which in the dark. Robinson / Collis pushed hard and swapped times at the head of the field with Edwards / Morris pulling clear of the rest of the field until Edwards found one of the infamous ditches in Kershope resulting in a 1 minute 30 seconds time loss & propelling Robinson into the lead by a mere 16 seconds. Edwards was on a mission again and set some stunning times over the dark stages to eventually take control again with a 44 second advantage over Robinson at the finish of Leg 2. Nick Elliott / Dave Price (Ford Escort Mk2) now moved up to third, Paul Griffiths / Iwan Jones (Ford Escort RS1800) fourth with the immaculate and crowd pleasing Fiat 131 Abarth of Julian Reynolds / Patrick Walsh now into the top five overall. Barber and Beveridge continued to dominate the Open Class and Category 2 respectively with the hard charging de Mevius overhauling the deficit to Easson to take control of Category 1.

*Continued on Page 41*



Leg 3

12 miles of Harwood kicked off the action on the final day with OGRE Hill, Redesdale and Falstone repeated in a loop to give the remaining crews nearly 60 competitive miles to decide who would be crowned 2014 RAC Rally winners. Edwards and Robinson continued to set some blistering times at the front with Edwards seemingly ending the nightmares of the previous attempts to win at this rally by completing the event 34 seconds in front of Robinson at the finish. However the results would not stand after a late night of tension saw the exclusion Of Edwards / Morris (See separate Press releases from both the event & Matthew Edwards.) The finale was a unfortunate way to end what had been a fiercely fought 3 days of rallying between 2 of the top Mk2 crews in the country putting on a tremendous display of car control in front of huge crowds lining the stages. Robinson / Collis was now declared winners with Elliott / Price moving into second and Reynolds / Walsh now third, a clean sweep on the podium for RSD Rallysport Development in Yorkshire who had built the top 3 cars. De Mevius took a fine fifth and first of the international competitors and first in Category 2. Woodcock claimed fifth with Easson coming home a fine sixth. Ever present top ten finisher Charlie Taylor co driven by John Richardson finished seventh in their Ford Escort Mk2 just ahead of 2014 BTRDA Champion Steve Perez in the awesome sounding Lancia Stratos with John Millington in eighth. Ian Jones / Iestyn Williams (Ford Escort Mk2) and Chris Browne / Ali Cornwell-Browne (Ford Escort RS1600) rounded out the top ten in ninth and tenth respectively. The performances of Reynolds Fiat, de Mevius' Porsche Easson's Datsun and the Perez Stratos added an interesting mix of machinery at the sharp end of the field a maybe issues a warning to the end the domination of the Ford Escorts on the event in the future?.... Beveridge / Joy's Volvo survived to take Category 1 and Barber / Popplewell's Astra dominated the Open Rally with one of the stand out performances and with it became the first front wheel drive car to take the honours since the rally's inception. Jim Robertson / Colin Maxwell won a close fought Clubman's Rally in their Citroen C2R2 from Mike Axford / Dave Thomason (Ford Fiesta RS) second with Brian Middlemas / Kevin Mathers (Hillman Avenger) third. The Rally's first start from Sunderland was hailed as a success by Rally manager Colin Heppenstall thanking "Make it Sunderland for their support. The fact that we saw over three thousand spectators in Herrington Country Park on Friday night shows that there is an appetite for first class Motorsport in Sunderland and I'm very grateful for the help and support given by Sunderland City Council, without whom we couldn't have made it happen" and long may it continue....



Report & Images Courtesy of James Redman  
jamesredman27@hotmail.co.uk

In the first few days of the Olympics the Romanians took gold, silver, bronze, copper & lead.	Japanese scientists have created a camera with a shutter speed so fast, they can now photograph a woman with her mouth shut.
Sailing results are in, GB took gold, USA took silver and Somalia took a Middle aged couple from Weymouth	I got invited to a party and was told to dress to kill. Apparently a turban, beard and a backpack wasn't what they had in mind.
An Englishman has started his own business in Afghanistan. He is making land Mines that look like prayer mats. Its doing well. Prophets are going through the roof!!	After a night of drink, drugs and wild sex, Jim woke up to find himself next to a really ugly woman. That's when he realised he had made it home safely.



# Roger Albert Clark Rally

## Robinson wins as Edwards sins!



So, the end of November brought round the usual RAC Rally excitement, this year with

the event based in Sunderland for both Friday and Saturday nights and returning there for the awards Sunday night. This year the organisers made the decision to move away from the poorly maintained, soft stages in Dalby which have been a cause of major concern in the past, but replaced them with even more mileage in "killer" Keilder. For those who haven't had the pleasure of competing in Keilder, the nature of the road in general offers no margin for error, any mistakes are usually punished with a car sized ditch and entry to one of these ditches usually spells the end of your rally, hence killer!

Friday night came round quicker than expected and as everyone lined up for the start, fog in Hamsterley forest was all people seemed to talk about. Two runs through Herrington Park opened the show, a fastest time by 2 seconds opening our bid for victory. The 30 mile road section to Hamsterley confirmed suspicions as we neared the stage, the fog got thick – Dansport thick!! We entered the stage with the same sort of nervous anticipation as we always do, this time with the added disability of no vision. Unfortunately for us, we caught Nick Elliot (car 2, we were car 3) about 3 miles into the stage, We assumed Nick would move over and accept the tow, but it wasn't to be, he baulked us for the remainder of the stage, costing what I estimated to be 40 seconds. This was a MAJOR setback on only the first proper stage of the event. Back round to the start and went again, this time a minute behind car 18, who was setting off for his first go. We caught and passed him after about a mile and a half, shortly after that catching his minute man, then his minute man! That's where the problems started again, we had taken 3 minutes out of someone in under 4 miles, logic would surely suggest pulling over and tagging on the back, this eventually being the case although he did baulk us again considerably. Tough luck for us I guess and I certainly wouldn't want to have ruined someone else's event by being impatient and doing something daft. Unfortunately though, this left us with a mountain to climb on Saturday morning.

Saturday dawned with two fairly uneventful rides around Herrington Park and Croft racing circuit, then we ventured back into Hamsterley forest for a completely different couple of stages to Friday night. We were 5 seconds slower than Matt Edwards over these two runs, but importantly took 20 from Nick Elliot, who was 3<sup>rd</sup> quickest on both runs, which worked out about 2 seconds a mile faster. Moving north, into the Keilder complex where the remainder of the rally would be played out. Shepperdsheild was the first, a narrow and very tricky test, we managed to claw 3 seconds back in our personal battle with Matt Edwards and the experienced Paul Morris. Whitehill saw us both beat the stage bogy time (averaged at 65 mph) us by 8 seconds, Edwards by 11 – so as you can see, we were both on a very similar pace. A couple more stages where Edwards nibbled a few again but nothing too dramatic. On the return run to Kershope, Colin Heppenstall the C of C undertook a pacenote check during a delay at the stage start, none of us knew at the time that this check would in fact determine the outcome of the event.

*Continued on Page 43*



## Roger Albert Clark Rally

### Continued from Page 412

As we neared the end of the stage we were flagged down by a load of spectators who were extracting Matt's Escort from a ditch which it was parked in, backwards. This gifted us a 4 second lead in the event. We went through the next stage, Ash Park with caution as the fog came down heavy again, but Edwards, obviously fired up following the Kershope mistake went back into the lead by 16 seconds. We decided on a survival tactic as the fog was once again thickening up and throwing the car off the road into total destruction was not an option, as had happened 12 months previous. We ended the day with a 44 second margin to try and make up in the 60ish miles Sunday that had to offer, a tall order yes but certainly not unachievable.

On the run out the Harwood, the opening stage of the day, Matt Edwards and Paul Morris flagged us down, explaining their predicament. During the pacenote check a small notebook was found, containing what was described to Matthew and I as "a few scribbles". They also explained that they were to be excluded following the event, if they finished. We were put in a very difficult position having this conversation, the crew of both cars were, but with respect to Matt and Paul, they told us openly about the situation as they didn't want us to charge away into the stages and destroy the car, or worse.

We entered Harwood with thoughts that it could be a red herring to throw us off the chase, but looking into Paul Morris's eyes, I could see the emotion and knew that wasn't the case. This stage was sublime. It hasn't been used for a good few years, which is a massive shame as it was out of this world. The map reading amazingly well, allowing a decent pace and feeling quite comfortable doing so. Edwards taking 3. Next up was the infamous Ogre Hill, we managed to take 10 seconds back, then across the road to Redesdale where Edwards took that 10 seconds back – following the stage Edwards and I chatted as he explained he'd found some incar of the exact stage we'd just done in Redesdale and memorised the entire 5 miles.... Far from the spirit of the rally. We entered service and routine checks were undertaken, then set back out to do the final 3.

Matthew said to me "fancy going fastest on the last 3 Sambo?" to which I naturally responded "go on then!" so that's exactly what we did, to confirm we weren't ever rolling over and letting him walk away that easily, we took a total of 13 seconds over the last 3 stages. Finishing the event for the first time in 3 years for me and the first time in 5 attempts for Matthew, we departed the last stage in second place as Edwards finished the stage 10 seconds adrift to us, leaving a 34 second gap to ourselves.

We drove the 70 mile road section back into Sunderland to the finish with much debate about the outcome. We arrived back and Edwards was already in front of us, going over the ramp and spraying the champagne, doing the winners speech and receiving the cheers and congratulations of all the motoring press and spectators alike. But before the champagne had time to lose its fizz, both Edwards and Morris were hauled into a stewards meeting, the same Stewards meeting they'd been promised at 8AM that morning, where after about 2 and a half hours of debate and protests, they were excluded from the final results and Matthew and myself were declared as the winners of the 2014 Roger Albert Clark Rally!!! This took some time to sink in, as neither Matthew nor I really felt to start with that we'd won it, but as the night passed and we woke up the following morning, the support that everyone had shown brought us back to reality and we accepted the spoils. It was a very depressing way to end what should've been the proudest moment of our rallying careers, but life goes on and if there was even a hatchet, it's long buried.

Matthews parting words on Monday morning outside the hotel were "all we have to do now is come back in 2015 and do it again!" – I have a feeling this may well be easier said than done.

**Merry Christmas to you all,**



**Sam Collis : Matlock MC  
Co-Driver Car 3  
1st O/A**

# ROGER ALBERT CLARK RALLY

## EDWARDS EXCLUSION

## LANDS ROBINSON THE RAC

**After a fantastic three day battle, Matthew Robinson and Sam Collis claimed the season ending RAC rally victory following the exclusion of Matt Edwards and Paul Morris.**

With great anticipation we made the long trip up to the north-east of England for the 11th running of the Roger Albert Clark Rally; for me, hands down, the best rally of the year as not only is it performed on maps and is a true test of endurance, but still contains that element of adventure with stages spread across the north of the country. Sunderland's Seaburn Centre was the new base for the 2014 rendition of the RAC rally, where 61 crews faced 158 competitive stage miles; predominantly in the Kielder Forest complex, but also including asphalt tests at Herrington Park and Croft as well as 4 additional gravel stages within Hamsterley Forest.

### Day 1

There was no better place to hold the scrutineering for this great event; the fantastic lighting in the Seaburn Centre a near perfect way to show off some of the stunning machinery taking part in the rally.

With signing on and hotel checking in complete it was off to Hamsterley Forest for two stages in the dark which would truly sort the men from the boys; local knowledge, bravery and good lighting being essential for the thick foggy conditions.

Visibility was an issue for us in finding our way to junction 4 let alone the crews who were about to embark on 12 miles of the most testing conditions County Durham could throw at them. Following no real surprises in terms of times from the opening two 0.81 mile Herrington Park stages, it was Welshman Matt Edwards who set a time 42 seconds quicker than anyone else through stage 3; and fastest again by 24 seconds on the second running of the stage to eventually end the day with a 58 second lead over the similar car of Matthew Robinson and Sam Collis.

While some crews struggled, Nick Elliott and Julian Reynolds both losing three minutes in the dismal conditions, others thrived. Notably Guy Woodcock and Graham Dance were third overall in the Pinto powered MK2, while Nigel Barber and Stuart Popplewell appeared visibly quicker than most in their front wheel drive Astra to end the day in an incredible 4th overall.

Photography wise the conditions were an issue, alternating between no flash and 'off-camera' flash to combat the fog. Having never previously tried the latter I was relatively pleased with the results ...

Several crews didn't manage to complete both Hamsterley tests; most spectacularly the Escort of David Hemingway and the Audi of Tom Axelsson both leaving the road at the same point. While Hemingway was able to re-join under SuperRally rules on Saturday morning, the event was unfortunately over for the Swedish Audi crew. SS3 also claimed the Saab 96 of Stephen Higgins and Mark Casey with their usually reliable car suffering differential failure.

### Day 2

A monster of a second day lay in store for the crews; with over 80 competitive stage miles ahead of them; starting with tests in Herrington Park and Croft before moving onto Hamsterley and then 8 tough stages in 'Killer Kielder'.

After deciding to 'Posh it up' in a Premier Inn for this event, we headed back to Hamsterley Forest after a good old English breakfast, this time the route taking the crews along largely different tracks to the layout used the previous evening. And it was great to see crowds of people lining the last mile of the stage to take in the action.



*Continued on Page 45*

## **RAC Rally : Continued from Page 44**

By the time the cars arrived we had already lost the struggling Ford Falcon of Per Goransson and Conny Abrahamsson and the immaculate MK2 Escort of Alan Walker and Jez Rogers, both as a result of engine problems. Nigel Barber and Stuart Popplewell on the other hand were proving their Friday night performance was no fluke, setting fastest time on both Croft tests and moving themselves up to third place overall in the process.

While Edwards was fastest through both Hamsterley tests, Robinson was much closer to the pace, losing just 4 seconds in SS11 and 1 second in SS12. Nick Elliott and Dave Price were also going better in daylight; third fastest in both stages was enough to move them up to fifth overall, but still some 3 minutes and 42 seconds adrift of Edwards.

As the cars headed north to Kielder we were down to 54 remaining crews; the German Porsche of Thomas Kleinwachter and Andreas Schwalie retiring due to electrical problems, the Saab 900 of Magic McCrombie and Chris King suffering a blown engine, Gearbox the cause of Darren Moon and Phil Clarke's retirement and a broken crankshaft ending Robin Shuttleworth and Ronnie Roughead's event.

The open section in Ash Park was a great spot to take in the action as darkness descended over English Border Country. Standing at Junction 7 allowed us to see the cars wind their way across a good mile of the Kielder landscape. One of the standout moments of the rally for me was the sight and sound of Steve Perez's Stratos attacking SS16. The roar of the Ferrari Engine, audible for the entire 4.5 mile stage as he and John Millington went on to set 6th fastest time. By the second service halt of the day at Longtown, Matt Edwards had steadily built up a lead of 1 minute and 15 seconds only to lose all of this and a little more with a slight off in Kershope 2 which caused a puncture. Edwards really put the hammer down over the final 3 stages of the day however to turn a 16 second deficit into a 44 second lead by the time the cars reached the overnight halt; in part due to Robinson suffering from a host of niggling car issues. Further back, Elliott had had a much better day which had seen himself and co-driver Dave Price climb from 7th to 3rd by the time the cars arrived back in Sunderland. Belgian legend Gregoire De Mevius was another to jump up the standings, climbing from 23rd to 8th, while the Fiat 131 of Julian Reynolds and Patrick Walsh and the Ford of Paul Griffiths and Iwan Jones had moved up to 6th and 4th respectively; Nigel Barber and Stuart Popplewell splitting the aforementioned crews to lead the Open Rally.

Even further back, Rudi Lancaster with Brynmor Pierce on the maps had found his form. The Woolacombe resident was never outside the top three over the final four stages and ended the day in 25th position after what must be a 20 year sabbatical from the sport. With such a gruelling day there were bound to be casualties; an off in Kershope ending the event for the front the running Escort of Seamus O'Connell and Andy Richardson, Steve Magson having to retire his MK1 Escort after Ash Park due to co-driver Darren Smith becoming ill, Martin Shaw's rally ending after becoming stuck in a ditch on the first corner of Kershope 2 and Paul Mankin's retirement due to breaking both half shafts on his Ford Cortina in the very same stage.

### **Day 3**

The event still had a significant distance to run on the Sunday with some 60 competitive miles over 7 special stages, and the open hairpin above Junction 4 of the little used Ogre Hill was our location for Stage 22. Before here the crews had visited the 12 miles of Harwood for the longest stage of the day; a stage which would claim the 4th place Escort of Paul Griffiths and Iwan Jones; retiring as a result of engine problems. A similar fate also faced the struggling TR7 of Philip Young and Hans Sylvan.



**Continue on Page 46**

## **RAC Rally : Continued from Page 45**

Matt Edwards started the day as he finished the previous, by setting fastest time in SS21. The Welshman looking just that little bit too quick for Robinson to catch. Even though the first running of OGRE Hill saw Robinson take 10 seconds out of leaders, yet again Edwards bounced back to exactly reverse the deficit on the very next stage, reinstating the gap at 47 seconds with just 3 stages remaining following the cancellation of the Falstone 1.

It seemed the crews were now well into their rhythm as remarkably the same cars appeared in the top five on all three of the morning tests; the trio of Elliott, Lancaster and De Mevius joining the front two.

A good time for Julian Reynolds on the second running of OGRE Hill saw him continue to close the gap on Nigel Barber's Astra; the two crews split by just 20 seconds with 2 stages to go. And while the RSD prepared Fiat 131 was able to go a full 13 seconds quicker in Redesdale, Reynolds could only match the time of Barber in the Falstone finale, leaving the Lincolnshire man to score a phenomenal result in the un-fancied front wheel drive machine.

Back upfront, Robinson and Collis were quickest on all of the final 3 stages, but it looked like Edwards had done just enough to take victory by 34 seconds ...

Soon after crossing the finishing ramp however it emerged that Edwards and Morris had been excluded due to a breach of the supplementary regulations, promoting Elliott to second, Barber to third and Reynolds to fourth, giving RSD a 1,2,3 in the Historic section of the event! As much as no one wants to see the event finish in this manner it cannot be argued that Robinson and Collis were not worthy winners. Had it not been for several issues with the car they may well have won the rally on the road.

### **Category 1 Results**

Following the Friday night stages it was Ian Beveridge and Peter Joy in the huge Volvo PV544 who were leading the way, but a stage maximum on the second Croft stage dropped them back to 6th with the evergreen Bob Bean taking up the mantle. Bob Bean, co-driven by Malcolm Smithson, had then started to pull away and was as high as 27th overall before having to cut short the day with a very rough sounding Cortina.

Combined with Paul Mankin's retirement, this left Beveridge back in the category lead with a near 10 minute margin over the Saab of Jim Valentine and Jonathan Lodge by the time the cars reached the end of leg 2. Beveridge therefore just needed to get through the final day unscathed, and that he duly did, finishing in 27th position to take the class B4 victory.

Valentine continued to plug away in the 2 stroke Saab and managed a very credible 30th overall, taking class B1 victory following the early retirement of the similar machine in the hands of Stephen Higgins. While third in category went to the very powerful Dutch Austin Healey MK1 of Mark Han Schmidt and Midas Nelissen, claiming class B5 in the process with 32nd overall. It is always a pleasure to see these cars being man handled around the stages.

Class B3 victory went the way of Richard Holdsworth and John Stanger-Leathes in their Ford Cortina GT. The pair finishing the rally in 39th place under SuperRally rules following problems on Saturday.

### **Category 2 Results**

The fog of Friday night had really mixed things up, but it was historic stalwarts Jeremy Easson and Mike Reynolds in the C4 Datsun 240Z who were top of the category at the overnight halt, holding onto a solid 8th overall. This was a class expected to be dominated by Porsche, with Belgians De Mevius and Munster up against the very rapid German, Thomas Kleinwachter.

In fact Munster and Kleinwachter were both out of the rally on day 2 leaving De Mevius to take the fight to Easson's Datsun single handedly. And that he did, clawing back the more than 2 minute overnight deficit and taking the class lead on SS15.



**Continued on Page 47**

## ***RAC Rally : Continued from Page 46***

Once passed, the Belgian never looked back, going on to take the category win with 5th place overall. Had it not been for the fog of Friday evening he could have been a genuine podium contender. Easson should not be disappointed however, making a mockery of his seeding by taking 7th overall and second in category.

Further back Chris Browne, with Ali Cornwell-Browne on the maps and the Lancia Fulvia of Steve and Tony Graham only had to finish the event to claim class victory, being the only crews entered in their respective C5 and C1 classes. But finish they did, the Mk1 Escort of Browne coming home in 12th position and the Graham's taking 35th.

Class C3 turned into a battle of attrition with Phil Jobson and Arwel Jenkins coming out on top in 26th position overall. All other crews in the class either retired or finished the event under SuperRally regulations, however Jobson will be delighted with the result following his accident on last years event.

### **Category 3 Results**

Behind the leading cars, Charlie Taylor and John Richardson would be awarded the Class D5 honours with third in class (first crew outside the podium). 8th overall representing Taylor's 10th top ten finish in a row on the event.

After a fantastic start to the event Guy Woodcock and Graham Dance gradually slipped back as the quicker machines picked up their pace but still finished the rally in an excellent 6th position overall to claim D3 victory by nearly 5 minutes.

Grahame Standen and Bill Cook came out on top of the 1600 class after a rally long battle with the similar Escorts of Kim Baker and David Goose. Goose had been leading before hitting trouble in Kielder on Saturday afternoon, leaving Baker and Standen to fight it out. The gap between them was just 39 seconds heading into the final day, however the yellow Escort was able to pull away in the daylight Sunday stages to take D2 victory by more than a minute with 20th overall.

### **European FIA Category Results**

Class F2 was lead by Paul Griffiths and Iwan Jones after leg 1, and they were able to build a lead of nearly 1 minute over nearest rivals Julian Reynolds and Patrick Walsh by the end of leg 2. As a result of Griffiths' retirement on Sunday morning however the path was left clear for Reynolds to take category victory with 4th position overall and third in the historic class.

Perez in the crowd pleasing Stratos had been languishing down in 6th position in class following the fog of Friday night but was able to claw back the 2 and a half minute deficit to Andrew Siddall and Paul Wakely to leave them in 3rd position by the end of Saturday's stages; Griffiths' retirement then promoting them to second which is where they remained for the rest of the event.

### **Open Rally**

Barber and Popplewell's open rally victory was never in doubt, finishing nearly 6 minutes ahead of the Escort of Barry Stevenson-Wheeler and John Pickavance who themselves had had a great couple of days on their way to 9th place overall.

Malcolm Davey and Paul Slingsby ended up as class G3 victors following early problems for the Toyota Corolla of Andy Madge and Mike Smith. The blue MK1 ending the event in 24th position.

### **The Final Word**

Although disappointing to see the winners excluded, it should not detract from what was yet again a top notch event. As mentioned previously, Robinson and Collis are worthy winners and I look forward to seeing them carry the number 1 on next years event. I also hope that Edwards and Morris return too, as a re-match between two of the top Escort crews in the country would be just what the doctor ordered. From a fans point of the view the route was spot on, and whilst I do like the Yorkshire stages, the trade off for the centralised base at Sunderland's Seaburn Centre was a good one. There really was no better way to end my season of Motorsport. Roll on 2015 ....

***Paul Commons***

For digital images, professional prints or any other requirements please email me at

**[paul.common@yaho.co.uk](mailto:paul.common@yaho.co.uk)**. All images © Paul Commons (Paul Commons Motorsport Photography)

**[www.paulcommonsmotorsport.com](http://www.paulcommonsmotorsport.com)**





Around this time last February, me and my dad were at the Blackburn with Darwen Services for an autotest organized by the Under 17 Motor Club in the North West. I had to do this event in order to obtain some signatures from the clerk of the course which would allow me to compete in the Junior 1000 Rally Championship this year. And here we were again this weekend taking part in another autotest at the same glamorous location, however the circumstances had slightly changed. I went to the event in February as a total novice - I had never driven my Nissan Micra junior rally car at any other place apart from around fields at home. I had to do the event to get the signatures I needed to compete at the Roskirk Stages in Wigan three weeks later. Almost 10 months have passed since then, and I have to say, I have come a long way in that time.

This year I have started 8 rallies, and finished 6 of them - one retirement was due to me making a silly mistake and throwing the car off the road at the penultimate round of the championship at Anglesey. We went to Roskirk pretty naïve really - we thought this was just going to be a laid back beginners championship. We soon realized how wrong we were after seeing how tidy some of the other junior cars were. And trust me, going round Three Sisters Circuit on your first ever rally, in a car that looks like it is set up for the Safari Rally with no anti roll bars is not fun at all (especially when you end up beached in the grass!). After that, we have gradually upgraded the car as time and money allows, recording some good results along the way, until we are at the point now where we can't do much more to the car within the regulations. After all that has happened this year, I am very happy to come away with 6th in the championship of 21 competitors.

This weekend's autotest was great fun, with the weather in the morning cold but reasonably dry, we took the lead of our category, 1 second ahead of Steven Terry in his 1400 Micra which had an LSD fitted. The weather began to turn for the worst however, and some sleet made the conditions very slippery - more fun! With Jamie Foster yanking the handbrake for me all the way round, we had some fun sideways angles until the event was forced to finish early after the weather became a bit too severe! We still managed 1st in class, which is great, but the main aim was to get as much seat time as possible due to not being able to afford to hire venues to test at.

I've not got too much to do over the winter break, so my main focus is going to be tidying up the interior of the car by giving it a lick of paint and flocking the dash.

The first round of 2015 is the Roskirk Stages

**Tommi Meadows : Clitheroe & DMC**





## Blackburn youngsters take first steps in rally careers



### The Under 17 MC NW training day in Blackburn

**YOUNG drivers from all over the UK were in Blackburn in early december making the first step on-to rallying's ladder of success.**

A total of 15 youngsters, aged between 14-17 joined up for the Under-17 Motor Club North West's innovative scheme to encourage them to get behind the wheel.

Guided by experienced driving instructors, the club put on a training day at the Blackburn with Darwen M65 Services.

Organiser Steve Johnson said: "The idea is to let 14-17 year olds get a taste of driving in a safe and controlled environment, with drivers spending the day tackling a course at least eight times.

"I would like to emphasise that it isn't about screeching tyres and handbrake turns, it's about driving safely.

"The training day is also a qualification requirement, along with the BARS test, for anyone wanting to contest the F1000 Rally Championship. It means we get a mix of youngsters wanting to start in motorsport, and those who just want experience .

Student Umberto Accornero, originally from Milan but now living in London, was one of those making the trip to East Lancashire.

"I want to go rallying next year, so this is a must for me. But the trip has been very worthwhile," he said.

He was joined by two local youngsters, Jack Harper, the 15-year-old son of rally driver Daniel Harper, and his neighbour Tom Williams, also 15.

Both are hoping to contest the 2015 Formula 1000 Championship and Harper, winner of the 2002 Tour of Mull Rally spent the day giving everyone the benefit of his vast experience.

After a full day of training, the young drivers then went on to take part in a production car autotest and autosolo, organised by the Accrington Motor Sport Club at the same venue.

"The idea is that, having spent the day getting to grips with car control, they take part in a competition along with more experienced competitors, including F1000 regular Tommi Meadows," added Johnson.

"We have been staggered by the success of the weekend."

For more details, visit: [www.u17mc-northwest.org.uk](http://www.u17mc-northwest.org.uk)

*Lancashire Telegraph*

Two factory workers are talking.  
The woman says, "I can make the boss give me the day off."  
The man replies, "And how would you do that?"  
The woman says, "Just wait and see."  
She then hangs upside down from the ceiling.  
The boss comes in and says, "What are you doing?"  
The woman replies, "I'm a light bulb."  
The boss then says, "You've been working so much that you've gone crazy. I think you need to take the day off."  
The man starts to follow her and the boss says, "Where are you going?"  
The man says, "I'm going home, too. I can't work in the dark."

A lawyer runs a stop sign and gets pulled over by a sheriff. He thinks he's smarter being a big shot lawyer from New York and has a better education than an sheriff from West Virginia.  
The sheriff asks for license and registration.  
The lawyer asks, "What for?"  
The sheriff responds, "You didn't come to a complete stop at the stop sign."  
The lawyer says, "I slowed down and no one was coming." "You still didn't come to a complete stop. License and registration please," say s the sheriff impatiently.  
The lawyer says, "If you can show me the legal difference between slow down and stop, I'll give you my license and registration and you can give me the ticket. If not, you let me go and don't give me the ticket."  
The sheriff says, "That sounds fair, please exit your vehicle."  
The lawyer steps out and the sheriff takes out his nightstick and starts beating the lawyer with it. The sheriff says, "Do you want me to stop or just slow down?"

# Championship silverware for Lynch after impressive finale

**Wigan racer Tony Lynch was able secure championship silverware after an impressive performance in the final round of the BTRDA Rallycross Championship at Blyton.**

Westhoughton-based Tony and his Lucas Oil Team Geriatric squad went into the weekend - where double points were on offer - in with a chance of taking the Supermodified title following a fine performance in the penultimate meeting of the campaign at Croft.

With another minor update to his MINI Cooper S, Tony went into the finale optimistic about his chances, and damp circuit conditions worked to his advantage in the opening two heats, where he made the most of the handling of his MINI to take victory.

Second place in heat three ensured Tony qualified on pole for the Supermodified class final but improved circuit conditions would play to the strengths of those cars with more power than his MINI.

Despite that, Tony brought the curtain down on his campaign with a fine third place finish to leave him fifth in the overall BTRDA Championship, second in the Supermodified Championship and second in the category for cars running to 2100cc+ by just a single point.

However, with rival Allan Tapscott finishing third in the overall standings, Tony will be awarded the trophy for the 2100cc+ category to add to his already impressive resume.

"The weekend was a great way to end the season, and I'm really pleased with how we performed," Tony said. "I can't praise my boys enough as they gave me a car that was absolutely fantastic on track. The conditions in the heats helped a bit, but the MINI was on rails and I was able to make up for the power deficit we still have to drive away from the pack behind.

"While the more powerful cars had the advantage in the final, third was a great result and we can be more than happy with where we've ended up in the standings. When you consider that we'd built a car for another championship and then had to change our plans, go back to square one and develop the car through the season, our performances have been an unexpected surprise.

"I can't thank my team enough for everything they have done. They really raised their game this year and have embraced the challenge of running in a new class. I've also got to thank my sponsors for their support, especially when our plans were thrown into disarray and they stood by us, and the technical partners who have helped us in the development of the car through the season.

"We now need to work with our sponsors on our plans for next year and make a decision on whether we try to fight for the BTRDA title or whether we pursue a return to the MSA Rallycross Championship for 2015. Wherever we go, we've grown stronger as a team this year and with the improvements we know we can still make to the car, we are going into the winter in a great position.

"We've only started to scratch the surface with the MINI, and the future looks bright."

**Tony Lynch : Wigan & DMC**



At my age  
I need glasses.



## Successful Weekend For Fuchs Titan Race Drivers At Blyton

The final round of the Autosport International BTRDA Clubman's Rallycross Championship was held at Blyton Park in Lincolnshire, and for three Fuchs Titan Race-sponsored competitors from Northallerton, North Yorkshire, the meeting proved to be one of mixed fortunes.

Going into the final round of the Swift Junior Championship, 16-year-old Drew Bellerby had her sights set on the title after a stunning debut year in her Fuchs Titan Race and Sayers Road Tankers-backed Suzuki Swift.

Following the qualification heats, Drew started on row two of the grid in a 'winner-takes-all' final where a victory would see her crowned champion at her very first attempt but following a good start, after contact with another driver, it saw her spin out on the opening lap. A valiant fight back saw her cross the line in third place but it wasn't enough and had to settle for runner-up place in the title race.

Sister Paige was also in action at Blyton where she was gaining more experience in the SuperModified class, this time in the Fuchs Titan Race and Sayers Road Tankers-sponsored Lotus Exige that her dad Dave had taken to victory recently.

The idea was the 18-year-old got some more time behind the wheel whilst the team continued the development with the car and although she wasn't classified in the results so as not to affect the BTRDA Championship positions, Paige soon got to grips with the powerful car and took a victory in the SuperModified C Final.

In the SuperModified 1600cc class, season-long Championship leader Larry Carter saw his title aspirations under threat despite scoring in every round of the series in the Fuchs Titan Race, Pirelli Tyres, RWS Bodyworks and [www.cartersport.com](http://www.cartersport.com) -backed Peugeot 206.

Carter qualified for the SuperModified B Final, whereby he duly took victory, which resulted in a battling performance to finish fifth in the SuperModified A Final but with Irish 1600cc title-rival Kieran Curran winning, it meant he clinched the BTRDA Championship overall. However, with Championship regulations dictating that the overall winner cannot be a class champion, it meant Carter lifted the Funk Motorsport BTRDA SuperModified 1600 Championship in his debut year in the sport.

Drew said: "I had a good weekend at Blyton but didn't end in the way I would have wanted it to really but that's racing. I'd like to say a big thank you to Fuchs Titan Race and Sayers Road Tankers for all the support they have given me this season and of course my dad. I wouldn't have managed to get this far without them. I've learned a lot this season and I'm so excited for 2015 now."

Paige said: "Having sat in the 270bhp Lotus instead of the 120bhp Lotus I normally race, it was a learning curve to say the least and getting used to the speed and the rapid acceleration didn't happen as quickly as I hoped. We struggled with ratios in the new gearbox which caused me to struggle in the heats but in the final, I managed to get off the line and led the race from start to finish. I am very pleased with my first outing in a car with this much power and am now looking forward to the start of the British Championship which commences at Croft in March 2015. Thanks to my sponsors Fuchs Titan Race and Sayers Road Tankers for all their help this season."

Larry said: "To win any championship in motorsport is tough and I'm delighted to have pulled this off as we've put a big effort in this year to do this. I'd like to thank Fuchs Titan Race and Tom Watson for their help as well as all of my other sponsors. A big thank you also to the organisers but especially to my team, who have done a wonderful job this year, and congratulations to Kieran on winning the title outright."



**Photos : Drew Bellerby & Matt Bristow**

# **NORTH WEST RACERS**

*With*  
**Dave Williams & Rachel Bourne**

## **LEGENDS REMEMBERED AT WINTER RACING EXTRAVAGANZA**

**The motor racing season came to a close in the North West at Anglesey Circuit on 30<sup>th</sup> November with a mixed bag of trophy dashes for Formula Fords, Sports/Saloons and a contingent of Global Light/RT Supercar runners that had come over from Ireland.**

It was another Irish visitor, Jake Byrne, who set the pace in a qualifying session that would set the grids for two FF1600 races. Driving a Ray GR13 he claimed pole for the opener on his final circuit, snatching it away from Tom McArthur. Having made an early pit-stop to switch his Van Diemen LA10 to stiffer suspension settings because the track was not as wet as he expected, McArthur would lead the field away in race 2 for which the grid was decided by driver's second fastest laps.

Following the sad death of Brian Linley last winter, many in the paddock wanted a fitting tribute to this man who was so popular amongst the FF1600 community. UCLAN's Nick Johnson and Mario Sarchet suggested a trophy race and, with the help of Championship Co-ordinator Ian Smith, a splendid piece of silverware was on offer to the winner of the first event in memory of Brian. Very appropriately, the trophy was made by one of the UCLAN students who had been assigned on a placement to his CGA RaceEngineering team.

The two front row men, Jake Byrne and Tom McArthur, rounded the first corner side by side but the latter had the better momentum on the exit and moved ahead on the run down to The Banking. With Jason Cooper's Swift SC10 and Martin Short's Van Diemen JL012K making it a quartet at the front, the contest was neutralised at the end of the second tour by the appearance of the Safety Car after Barry Linley lost control at Target and became beached on the kerbs.

Barry was very disappointed that his involvement in this race in memory of his father ended so early but consoled himself with the thought that his Dad would have been proud that he was pushing so hard.

The marshals worked quickly to remove the car and the race resumed on lap 5. Byrne kept the pressure on McArthur but could not find a way by. On the final lap the Irishman made one last effort round the outside on the entrance to Rocket but he slithered wide and allowed Cooper through to take the runner-up spot. Byrne recovered to third.

The final Formula Ford race of the season was for a piece of silverware in honour of another legend of the category – Bernard Baxter. This was the fourth time the Trophy had been contested. It looked like it was going to be a repeat of the earlier battle as Tom McArthur was once again ahead in the opening stages, this time from pole position, but Jake Byrne made his move up the inside at The Banking. Once ahead, Byrne pulled away to win by a second. McArthur magnanimously later admitted that Jake was the fastest driver at the meeting and was a worthy victor.

As Byrne was not registered for the Post89 Star of Anglesey Championship, McArthur took top honours as far as the points allocation was concerned. This allowed him to leapfrog the absent James Raven to take that title.

Meanwhile, two class wins confirmed Jamie Jardine as the Pre90 Star of Anglesey. His closest challenger at this meeting was Jaap Blijleven but a misfire on his Reynard FF88 which stubbornly refused to go away stymied the Dutchman's pace.



***Doug Carter & Cam Forbes Wheel to Wheel***



***Global Lights & RT Supercars***



***Tom McArthur leads Jake Byrne***

***Continued on Page 53***

## North West Racers

### Continued From Page 52

This was the fifth 2014 Championship that Jardine had netted in his Reynard FF84 as he had already taken the BRSCC FF1600 Pre90 National, Triple Crown, Northern and Champion of Oulton titles.

In addition to Jake Byrne – and Ivor Mairs who ran further back in the Formula Ford field – the Global Lights and RT Supercar runners also made the trip from Ireland. They ran as combined grids in 3 trophy dashes. The Global Lights in particular treated spectators to some fabulous dicing. In their opener, Peter Drennan and Derek Behan battled at the front for much of the race but neither were victorious because Mark Braden recovered from a first lap spin at Church to pass both on the penultimate circuit.

Race number 2 was even better and culminated with leaders Paul Fitzpatrick and Drennan running side by side for much of the final few laps. The former got the verdict by a tenth. Behan made it to the top step of the podium in the third event after he had overtaken Ivor Miller in the middle element of the Corkscrew a few tours from home.

Philip Jones took a brace of RT Supercar wins after Bob Cameron was victorious at the first time of asking.

Just as he had done 12 months previously, Doug Carter won both of the Winter Sports/Saloons thrashes in his Radical PR6. After John Morris ran wide in his Vauxhall Tigra at Rocket on lap 2, Cam Forbes' Westfield came home second but next time they took to the track Morris held off Forbes in the fight for the minor podium places.

The Ginetta G50 of Garry Wardle was uncatchable in the 45 minute Winter Enduro, beating the Caterham's of Matt Spark and John Saunders into second and third respectively

**Dave Williams**  
**Photos by Rachel Bourne**

Johnny wanted to get his mom something nice for Christmas but she's hard to shop for. Passing a pet store he thought, "Hmm, a pet might be a good idea."

He walked in the pet store and asked the manager what might be a good idea.

"How about a puppy?" "No," said Johnny. "It may poop around the house."

"A fish?"

"No, her house is small, so I don't think an aquarium will fit."

Johnny then spied a parrot and asked, "How about that parrot?"

"Oh," said the manager, "That's Chet. He's very expensive."

"Well," said Johnny, "It's for my mom let's take a look."

The manager went to Chet, put a lighter under his left wing, and Chet started to sing "Jingle bells, jingle bells..."

Then the manager put a lighter under Chet's right wing and it started to sing, "Dashing through the snow..."

"Wow!" said Johnny, "What else does he sing?" The manager held the lighter under Chet's crotch at which point Chet sang, "Chestnuts roasting on an open fire."

I was in the queue at Starbucks. The man getting served in front of me asked for a mocha.

"Sorry sir, but we're out of mochas."

The guy was fuming. "I have a mocha every morning when I come in here!" he raged. "I'll just have to have a latte!"

He went and sat down.

I went to the counter and said, "I'll have a large latte too, please."

They asked me for my name. I asked why they needed it and they told me that they'd write it on my cup and shout it when it was ready.

So I told them my name was Mocha.

**BOURNE PHOTOGRAPHIC**  
*Creative Imaging*  
[www.bournephoto.co.uk](http://www.bournephoto.co.uk)

## Booming interest in Irish edition of Tour Britannia

The organisers of Tour Britannia are reporting a fantastic response from competitors since the launch of the event's Irish edition. 'Tour Ireland' (13-15 May) will start and finish in North Wales, and cross the Irish Sea for some closed-road stages in Ireland during the classic race and rally tour.

Many regular contenders have confirmed their entry, while the event office is fielding regular enquiries from potential new entrants. The event retains the tried and tested format of a Competition section running alongside a Regularity event.

"It certainly seems that the chance to go to Ireland and compete on closed public roads has kicked off a great deal of interest," said event organiser Alec Poole. "There is a real buzz among our regular competitors and we're getting a great deal of interest from crews looking to compete for the first time."

Among the early entries are established front-runners like the Porsche 911s of Howard Redhouse/Philip Walker, Tony Robinson and Stephen Ratcliffe. Stuart Scott returns with his ex-Richard Lloyd Chevrolet Camaro while Jim Bryan makes a welcome return with a fresh MGB V8.

Michael Houlbrooke will be back in his Audi Quattro after a strong run in 2014 and regular supporter Andrew Brodie heads the early regularity entries in his spectacular Citroen SM. The first competition entry from Ireland is an MG Magnette for Joe Reynolds and Steve Griffin.

To maintain the friendly atmosphere and camaraderie for which the event is renowned, entries will be limited and regulations and entry forms are now available from the event website: [www.tourbritannia.com](http://www.tourbritannia.com)

For more details, please visit the event website at [www.tourbritannia.com](http://www.tourbritannia.com)

For more details about the event, contact the Tour Britannia office on 01295 268888

or by e-mail: [info@tourbritannia.com](mailto:info@tourbritannia.com)

# Christmas Crackers

So another year draws to a close, been a really tough year for me and to be honest I'll be glad to see the back of it! Things haven't really gone to plan this year what with being ill and changing jobs but 2015 looks like all change. I've been looking at getting a multi use car for road and stage rallying, the favorite being an Astra GSi at the moment. The BRM has been sold and is off to its new owner in the next week or so. Also I've been thinking about having a go in the other seat this year and have had chats with a driver about potentially navigating for him on a few road rallies to see how it goes until I get sorted and back out on the roads.

Apart from that, the Primrose Trophy rally has been taking up most of my time, it looks like we maybe in 6 championships in 2015 which is amazing for only the 2<sup>nd</sup> running of the event.

Christmas has been a quiet one apart from a run out to Croft for the Christmas stages rally. Always good fun and was particularly entertaining with the ice that was on the circuit this year. But was great to catch up with a few familiar faces and have a couple of brews in the pits. Real shame to see Alex and Katie Willan retire early but by the sounds of it they had been plagued with issues all morning, finally retiring when they completely lost brakes.

So here's to 2015, I hope you all have a happy and prosperous new year, and look forward to seeing you out and about in the lanes and on the stages next year.

Saturday morning I got up early, quietly dressed, made my lunch, and slipped quietly into the garage. I hooked up the boat up to the van and proceeded to back out into a torrential downpour.

The wind was blowing 50mph, so I pulled back into the garage, turned on the radio, and discovered that the weather would be bad all day. I went back into the house, quietly undressed, and slipped back into bed.

I cuddled up to my wife's back; now with a different anticipation, and whispered, "The weather out there is terrible."

My loving wife of 5 years replied, "And, can you believe my stupid husband is out fishing in that?"

A New Year's resolution is something that goes in one year and out the other.

My new year's resolution is to be more optimistic by keeping my cup half-full with either rum, vodka, or whiskey.

Anyone who says that alcohol is a depressant isn't drinking enough of it.



A wife was complaining about her husband spending all his time at the pub, so one night he takes her along with him.

"What'll you have?" He asks.

"Oh, I don't know. Same as you I suppose." She replies.

The husband orders a couple of straight whiskies and throws his down in one gulp. His wife watches him, takes a sip from her glass and immediately spits it out.

"Yuck, it's horrible," she splutters. "I don't know how you can drink this stuff."

"Well, there you go," cries the husband.

"And you think I'm out enjoying myself every night."

I was doing the garden with my 10 year old son when suddenly the wife called me to come help her with something in the house.

Just as I was about to go inside my son said to me, 'Dad, I think you should wait a bit before going in there.' Why's that boy?' I asked.

'Well, the other day mommy was talking to her friend and I heard her complaining about you coming too quick.'

The wife and I went to see a marriage councillor. He asked me if I knew what my wife's favourite flower was.

I held her by the hand and looked lovingly in to her eyes and replied "It's Homepride isn't it?"

## Wigton Motor Club Festive Autotest



Wigton Motor Club ran their final event of the year and the first of the 2015 Championships with their Festive Autotest at Maryport ably run by Steve Palmer and David Wiggins. A full entry was received with some drivers being disappointed after leaving placing their entry until too late.

Nine tests were run on a very slippery surface due to the overnight ice. This put car control at a premium and lots of throttle was not advised.

The day started with coffee and mince pies while at lunch hot soup, rolls and cake warmed everyone up for the final batch of tests.

The overall winner was Willie Jarman in his Peugeot 205 with Rob Iveson being first front wheel drive in the PCA section and Steve Douglas taking the rear wheel drive class. In the pure autotest Edwin Cook was the front wheel winner in his Mini with John Sloan taking the rear wheel drive class.

Angela Jones was the first lady and Rob Messenger was the best junior.

**Graeme Forrester Wigton & DMC**

Last month (December 2014 issue) we had photos from Tony North. Those photos must have hit the spot with Neil Johnson from the Lancashire Telegraph (see letter across). Neil has sent me a raft of old photos from the days of 'Black & White Rallying' as Daniel Barritt & Heidi Woodcock like to call it. The problem I now have is how best to use them! Maybe a 'Memories are made of this' Slot or a Monthly Quiz. Your Thoughts please



**1991 SD34MSG Prize Presentation Night**



**Malc Graham 1981 Welsh Rally**



**Russell Morgan (Dad of Adam Morgan our Guest at this years Presentation Night) 1988 RAC Rally**

# Grumpy Old Git



When I was putting in the details of the 5 new sd34msg member clubs I realised that it was a long time since I checked the details of 'Older' member clubs.

Can Clubs please check that the contact details for your club are correct and let me know if there are any amendments needed

**I don't get all that many but the following all popped up early December.**

*Hope you are OK, I've been having a read of the newsletter (wonderful, much better than MN!) and saw the old pictures from Tony North.*

*We have a big archive of old motorsport pictures and wondered if you would like to use any of them for a quiz or just a general nostalgia filler If you're short of copy?*

*Let me know, and I'll send them over, and let me know how many*

*Neil Johnson, Lancashire Telegraph*

And Another

*Just a short note to thank you for the magazines I receive. The last was excellent, and the contributions were superb. Thanks for all the hard work you put in. A very merry Christmas to you and all your colleagues. Have a great New Year. Better start writing reports in 2015. Grateful thanks to you once again*

*Terry Williams*

And another

*Hello Maurice, super reading and I don't know how you do it! Motoring News how it should be.*

*Regards Peter  
Peter Baker  
Editor-in-Chief  
Retro-Speed*

The thanks should go to ALL the people who bother to send me Articles, Reports, Jokes, Photographs etc, etc

All I do is find a slot in the mag to fit them in. The hardest job is emailing people who have done events and persuading them that it will only take a half hour or so to knock up a report and then another 2 or 3 emails reminding them of the deadline for copy

How you all put up with my constant badgering is a wonder

Thank you all again for your efforts  
Hope the above makes it worthwhile

**Moz**

**ps Keep them coming !!!**

The SD34MSG Annual Prize Presentation Night is set for the 30th of this month (January) (see page 18 for details)

# Out & About with Gemini

## 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?**

**Tim Cruttenden : Gemini 15**

### “Beacons”

#### (to flash or not to flash)

:- Gemini 15 Tim Cruttenden, has started an online debate in the team about the use of amber beacons by marshals or radio crews on their cars, citing their ‘distracting effect to other drivers and confusion with official vehicles’. As one who uses an amber beacon I appreciate the additional safety and visibility such beacons provide.

All too often on a stage I have witnessed people speeding or driving carelessly whilst on stage, personally a beacon alerts all users to my presence including members of the public, particularly when moving into position or leaving a stage.

I don't use ‘hazards’ a suggested alternative in the debate, as I prefer to be clear and signal my intention to turn or stop.

What's your opinion: should amber beacons continue to be used by marshals, officials and radio cars ?.

**Ian Davies : Gemini 23**

Tim makes a valid point, I can raise at the next MSA Marshals Working Group, but that's not until March next (but I'll forward on to the non fixed venue members in the meantime)

**Thanks Mark**

Can see what Tim is saying but to be fair no one moves on stage till the closing car go's past you location, as is clearly stated by the radio controller to all working posts on the stage, which should then be relayed to all Marshals around you.

So the first in the exit convoy line should always be the closing car? If Marshals move before that time then that's a matter for the officials on the stage on the day.

I am” guilty” of using a single roof beacon but that's on top of a Land Rover so shouldn't be causing too many blinding issues, added to which the conditions gone through whilst getting where you are posted often mean the level of mud sprayed about renders the hazard lights useless as they are caked in mud, hence so many stopping and wiping/ cleaning the lights at the exit point before the drive home.

Having said that I too have followed out another vehicle whose wattage used and bulb count would rival Blackpool illuminations!!

So I guess it's a call for common sense really, be effective enough to be seen, but don't be blinding everyone around you with a full blown laser show.

**Pete Donnellan Gemini 20**

I totally agree. Also I thought flashing amber lights were only allowed on recovery vehicles when they are recovering/towing a stranded vehicle. I'm sure that's the case on public roads.

**Les**

I agree with Tim. Flashing should be confined to course cars, or hazards but only if stopped on the stage.

**Ted & Pat Collins.**

This sounds correct

**Steve Johnson**

# Gemini Communications Team

## MOTORSPORT MANAGEMENT SAFETY SYSTEMS

**Serving Motorsport for 45 Years**

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

**Bill Wilmer**

**07973-830705 or**

**w.wilmer@btinternet.com**

From when I first got involved in rallying it was usual to use hazard lights when driving in a stage. Then came the big 4x4s with lights flashing all over, some look like the landing scene from Close Encounters. These lights are not needed, they serve no useful purpose. Hazard lights are the most you should use in stage. As an extra point, please don't keep your foot on the brake when you have eye level brake lights, they can be as bad as the flashing lights.

**Robin Gemini 17**

I would much prefer that the public see my car as I drive out of the forest with my amber flashing lights in a slow convoy and also as the course closure car goes past at speed with siren and lights it is very obvious which is which.

All marshal's are fully aware of the closing system, most marshal's work as a team with radio and emergency teams so they all leave in a convoy. As they say leave no man behind.

**Geoff W Ingram**

Read Ians comments. Could you let him know I wasn't advocating hazards as alternative to continuous flashing lights, but as a way to indicate you were ONLY stopped on the stage. How on an open stage, such as Blyton, flashing roof lights indicate your intentions I have no idea. Also from your point of view surely seeing flashing lights indicates the location of a recovery vehicle, not someone just driving out of a stage.

**Tim**

# End of Year Radio Mutterings

## *Gemini 23*

2014 ends with another British Formula One world champion, well done Lewis. For me 2014 has seen me out on fourteen stage rallies and a couple of bike rides helping provide as part of the event safety team vital safety radio communications. The year started as usual for me with the North West Stages and ended with the Hall Trophy Rally at Blyton. The events took me from the bright lights of Blackpool, out into the Cumbrian and Welsh forests of legendary 'RAC Rally' fame and out across the flat landscape of Lincolnshire. It's certainly been as well a year of contrasting weather from dusty fast forest stages to a very wet Anglesey Racing Circuit (nothing really new there).

The events this year have been of varying character with a noticeable variation in the 'welcome' from some organising clubs (is it too much trouble to ask for a decent set of stage plans and an entry list) and varying levels of marshalling support. Like many volunteers as radio crews we give our free time to a sport that we love and enjoy, driving a couple odd thousand miles during the year to help make the sport safer for both competitors and spectators alike.

This year for me it has been particularly pleasing to see the appreciation shown by crews who may have had an 'off' and the first person they come into contact with is a radio crew, enquiring about their welfare. On a couple of occasions this year crews have gone out of their way to say a simple 'thank you' for our efforts which is much appreciated, Conversely I've been on the end of some truly abusive language from spectators when I've approached them and asked politely not to stand in an obviously dangerous position. Such abuse and the removal or damage to essential stage safety signage and furniture is unacceptable and at some point is likely to have serious consequences.

It's also been interesting this year to see the huge variation in stage marshalling numbers, from events where there were so many marshals we could have almost joined hands, through to one event where it was miles between radio posts with little or no marshalling cover. For the latter like many radio crews I'm glad I personally invested in an MSA portable radio for that fateful call from Bill in Control that a car is missing between your junction and the next and you need to head out for a very long walk to try and locate the missing crew. Establishing minimum stage staffing numbers is always a difficult one for both the MSA and organising clubs to wrestle with, but when there are literally a handful of marshals visible in a long stage and you are relying almost solely upon very spread out radio crews the difficult questions need to be asked.

The year has also brought into focus a couple of my pet hates. Firstly the lack of crews and to be fair some marshals knowledge of what to do in the event that a Yellow Flag is displayed by a marshal on the instructions of the Clerk via radio control. The Yellow Flag system is there for a particular purpose to warn crews that essential emergency vehicles are on the stage and that they should slow down and be prepared to stop. On one stage I swear the crews seem to have looked upon the flag as an instruction to speed up !.

*Continued on Page 58*



## **End of Year Mutterings**

### **Continued from Page 57**

My second pet hate of the year is poorly displayed or made up numbers. As a radio crew one of our key roles is to keep track of cars location in stage, so that if a car is reported missing we might track back and see if we can isolate the area where a car might have gone missing and direct the subsequent search. This year I've seen numerous examples of black numbers on either dark backgrounds, gaffer tape numbers or numbers placed across sponsors artwork such that it is nigh on impossible with any certainty to note the car number down, particularly when the light fades. Organisers and Scrutineers please take note, the 'Blue Book' rules are there for a purpose, equally it is most helpful if entry lists have both the make and colour of the car shown. If we miss a number, a car model and colour can make all the difference in identifying a possibly overdue or missing car.

As December draws to an end the Gemini Team assemble in the rebuilt Dresser's Arms near Chorley for the **Annual Golden Microphone Awards**.

This year we have a rather smart new trophy, complete with a roll of honour of past winners of the trophy. The awards are the culmination of the team providing essential safety support to 30 'Gemini' events during 2014. Many congratulations to the top three winners:

**1<sup>st</sup>: Gemini 48 Peter Langtree**

**2<sup>nd</sup>: Gemini 37 Lee Skilling**

**3<sup>rd</sup>: Gemini 18 Eve Fisher & Graham Bray**

Unfortunately Peter couldn't be with us this year as his dedication to the sport is such, that he was out on the Isle of Man for regrettably what turned out to be a cancelled event, well done Peter. However second and third place winners along with many others managed to brave the brief spell of snow and ice and make it to the awards.

As usual with such events a fine meal is enjoyed, alongside great company as team members reminisce about the year's events and activities. As ever a special thank you must be paid to our team leader and mentor Bill Wilmer for all of his hard work for the team and the sport in general during the last twelve months. Next year marks a rather special milestone for Bill in the sport, but watch this space for news in the New Year.

As the awards are presented we dwell on another good and above all safe year for the team and think of a few absent and present colleagues whose health has not been so good during the year. 2014 has seen further growth in team numbers and we now have the largest number of MSA licensed radio sets in the sport, with team members also holding down key positions in a number of regional associations, providing further opportunities to influence the sport. The dedication of the team was amply illustrated by somewhere between 25-30% of all radio points on the recent Wales Rally GB on both practice and event days being covered by team members.

As is traditional at these events Bill takes a little time to review the years events, dwelling on the great and the not so good events, thinking about how we might improve things in 2015. As the light fades the tales get ever taller, like fisherman and the 'one that got away' or in our case left the stage, it always did so at great speed and in spectacular fashion. The reality is perhaps a broken throttle cable, drive shaft or electrical problem. However we are there as a team when the worst does happen and our training, experience and equipment means that we will do our very best to assist competitors, spectators or even marshals alike who might need our help.

***Wishing you and yours a very Happy New Year.***  
***Ian Davies (Gemini 23)***



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

## **2014 Goes Out With A Bang**

November followed the trend we've seen all year with sales 8% up on last November, with the year looking to top out at about 2.4M new car registrations, almost the highest ever. December will be interesting as manufacturers seek to maximise their scores for the year and dealers strive to hit their annual and final quarter sales targets to secure those vital financial bonuses. Even Porsche are pushing hard for December business.

A couple of manufacturers seem to have eventually accepted reality. Vauxhall look like they've given up (for the moment) their struggle to overtake Ford being 50000 cars behind just now. Equally BMW, unless they do a MASSIVE December pre-registration exercise (which has been know!) have NO chance of beating Audi and must be looking over their shoulder at a fast-advancing Mercedes.

### **Honda Hobbling**

In advance of their zillion dollar return to F1, Honda in the UK have suffered a terrible few years. In 2007 they had a 4.5% share of the market and sold over 100,000 cars. This year market share is less than half at 2.2% and they will sell just over 50,000 cars, so in simple terms they have halved their business in 7 years. And this story is repeated for Honda all over Europe. Rumours are that the Swindon factory may close, many Honda dealers are on suicide watch and reported to be close to giving up the franchise.

While F1 may not be the cure new product may well be. In 2015 Honda will launch 6 new cars in the UK, the most important being new Civic, Jazz, and CRV models. Although some might say that for the enthusiast the fact there is a new NSX coming late next year is the vital one! When I was running a leasing company and we were buying a few hundred Hondas every year one of the best perks of the job is they used to lend me an NSX for a long weekend every year. I'm not sure they were pleased with the miles I managed to fit in to a few days, or the rear tyre wear, but they were far too polite to mention it! Fabulous car!

Honda UK now have the difficult task of creating enthusiasm in a depressed and cynical dealer network. Obviously dealers have sought to cut costs as sales volumes have slumped. Sales staff have been cut back, marketing budgets have been cut. Sales people need to be tempted back to working with a franchise that has been "hard work" for years now, and dealers who have suffered years of losses need to be encouraged to spend money to market the new products. A lot of money and hard work required, and it won't happen overnight however well the new power plant works for Fernando & Jenson.

### **Infiniti Unhappy**

Infiniti is the name you might have seen on the F1 Red Bulls and wondered what it was. It is in fact Renault-Nissan's upmarket brand, their equivalent of Toyota's Lexus. You can be forgiven for not noticing. Having launched in the UK about 2 years ago they have managed to achieve sales (including dealer and manufacturer demonstrators) of about 50 cars a month this year. Andy Palmer, possibly the most respected British motor industry executive currently, was Nissan's Worldwide Strategy Director and was asked earlier this year to add Infiniti to his responsibilities as it was badly underperforming, and not just in the UK.

Andy had his eyes on the CEO role at Nissan which is coming up soon, but when he was told that that job must go to a Japanese person, he jumped ship and was appointed CEO at Aston Martin. So Infiniti are looking for a new boss for the second time this year, and UK sales are dreadful. The manufacturer has taken over control of the dealerships in Reading, Birmingham, Stockport, Leeds, and Glasgow. As with Honda, new products are on the way both more expensive and cheaper than the current offerings, but again this will be a long haul.

### **Peugeot Looks Promising**

Hopefully that's got the bad news out of the way. Having clocked up enormous losses in the past few years Peugeot / Citroen was only saved from bankruptcy by the French Government and a Chinese manufacturer each taking a major share and injecting capital as a result. A new management team was installed headed by ex Renault-Nissan star Carlos Tavares.

He and his team have worked miracles, nothing less, and the enormous losses have now turned to a small profit. Something Ford and GM are still a long way off achieving in Europe.

Plants have been closed, stocks of vehicles and components slashed dramatically, and the car range will be cut from 45 models to 22 over the next few years. For the first time for a long time Peugeot's future looks bright..

### **A Nice Aston Martin Cygnet**

My regular reader may remember that I wrote a fairly critical article about this car a few months ago. Effectively it's a Toyota iQ with an Aston grille nailed on and swathes of leather inside. And cost when new about four times as much as an iQ. Amazingly didn't sell and it's thankfully not made any more.

However when in London on business recently I saw one that was UNBELIVABLY cool. Parked down the side of the Park Lane Hilton was one in a shade of green that was never offered on the car and was somehow familiar. The clue was the number plate – SM 7. So the car belonged to Sir Stirling Moss, who lives just behind the Hilton.

And the green was EXACTLY the shade of the Aston Martin sports cars that he drove so successfully in the 1950s. So I take it all back. Cygnet is a great car, or that one is anyway!

***Continued on Page 60***

### **Dealer Howler of the Month**

After all my comments about dreadful dealer service in recent months I decided to share with you any particular examples. It might not be every month (hopefully) but this might provide some amusement.

Recently we were looking for an Audi A8 for a customer, something ex demonstrator would be ideal. These are pretty rare cars so we used our clever system to email every Audi dealer in the country with the requirement, which included that the car must be black with black interior and have a factory sunroof. I received an email from one dealer, and the email exchange was:

Dealer: Good morning, I have a black ex demo for sale.

PG: Thanks, does it have a sunroof and black interior?

Dealer: Is this car OK for you?

PG: Does it have a sunroof and black interior? If so when was it registered, how many miles, what options are fitted, and what is the best price for a no part exchange deal this month including driven delivery to Newcastle Upon Tyne?

Clearly the salesman found this a bit stretching, that last email from me was on December 4<sup>th</sup> and I haven't had a reply yet!

### **Dealership Teamwork In Action**

This will be familiar to anyone who's ever worked a car dealership, There are basically 4 departments, sales, service parts, and admin. The players here are a salesman, his sales manager, the business manager, admin, service, and parts. They are all supposed to work together. Those who've been there will know this is rare! The salesman has sold a car. He wants number plates fitted, not an unreasonable request. This is how it went:

S/man to Service: Can you put new plates on my car going out tomorrow please?

Service to Salesman: Not without a WIP

S/man to Service: I'll get one within an hour, can I get the plates on please?

Service: Not without a WIP.

S/man to BM: Can you send a WIP for plates on the car going out tomorrow please?

BM to S/man: I know nothing of this ask the Sales Manager.

S/man to S/manager: Can I get a WIP for some plates please?

S/manager: How much will they be?

S/man to Service: How much for the plates?

Service to Parts: How much for number plates?

Parts to Service: £8

Service to S/man: £8

S/man to S/manager: £8

S/manager to S/man: Did we agree on plates?

S/man to S/manager: Yes it was in the deal.

S/manager to BM: Did you know about these plates?

BM to S/manager: Not sure who did the deal, sorry.

S/manager to S/man: Hmmmm

S/man to S/manager: It's only £8!

S/manager to S/man: Well you pay then.

S/man to S/manager: Are you serious?

S/manager to S/man: OK get it done.

S/man to S/manager: Can I have a WIP then?

S/manager to S/man: I'm busy ask Admin.

S/man to Admin: Can I have a WIP for some plates please?

Admin to S/man: I need authority form a Manager.

S/man to Admin: You ask I'm sick of this.

Admin call S/manager: No answer.

Admin to BM: Can you OK these plates please?

BM to Admin: I never said it was OK.

BM to S/man: Who authorised this?

S/man to BM: The Sales Manager.

BM to S/manager: Did you authorise this?

S/manager to BM: Yes the sales guys are giving money away again.

BM to Admin: OK.

Admin to S/man: WIP sent.

S/man to Service: You should have the WIP now.

Service to S/man: Can't see it, sorry.

S/man to Service: You sure?

Service to S/man: Yep!

S/man to Admin: Did you set that up, Service can't see it?

Admin to S/man: Definitely, I'm looking at it on screen now'

S/man to Service: It's definitely there.

Service to S/man: Sorry it is, looked at the wrong bit.

S/man to Service: So it's all sorted now?

Service to S/man: Yes here's your job card, take it to Parts to get the plates.

S/man to Part: Can you make these plates up please?

Part to S/man: Yes no problem, plates are on back order, should be ready a week Monday.

Many a true word, it's really often like that!

### **Now a GOOD Dealer**

These are rare I find. So it's nice to praise one. Particularly when it's owned by a WMC member. This week I needed a Mitsubishi Pick Up for a local construction company, quickly and at a BIG discount. Well known enthusiast Nicky Porter owns a Mitsi dealership, Oakley Service Station in Bishop Auckland. They were like a breath of fresh air, everything got sorted quickly with no fuss and the customer gets his truck at the right price before Christmas.

Unashamed plug, thanks Nicky and to your Sales Manager Andrew.



**Paul Gilligan**  
[www.gilliganvc.co.uk](http://www.gilliganvc.co.uk)

## **ALL COMPETITORS PLEASE NOTE THE FOLLOWING INFORMATION**

Just been notified by MSA that the homologation of the following Seat has been withdrawn

The FIA advise as follows:

During the internal quality control process of the competition seats certified to the FIA 8855-1999 Standard, RECARO found that the Pole Position seat with the homologation number CS.997.00 does not comply with all the requirements defined in the FIA 8855-1999 standard.

The FIA therefore decided that for safety reasons the homologation of the following competition seat, whatever the manufacturing date, is withdrawn with immediate effect:

**Make : RECARO GmbH&Co (DEU)**

**Model : POLE POSITION**

**Homologation Number : CS.997.00**

Please note that this means that such seats are not acceptable in MSA Stage Rallying whatever the event status nor in any National competition where there is a mandatory requirement for use of FIA homologated seats.

## **Ilkley Motor Club have tweaked their clubnight navigational championship a bit to make it easier for beginners to get a decent result.**

We have adjusted the class structure by adding in a Semi Expert class, which will bring some of the better crews out of the Novice class making it easier for novices to get a class win. The crews will be classified by the experience of the navigator now, so if you are an expert driver you can bring out a novice Navigator and compete in that class. This should help people who might bring in somebody new to the sport.

On the Scatters the Novices will be given more time (this may be given too Semi's too if the organiser sees fit) On the 12 Car Rallies Novices will NOT be expected to do any plot and bash, all route information will be given out to them at least five minutes before their start time.

Cars can be pretty much anything you like on a scatter, but 12 Cars are a little bit tighter in that respect, no advertising or commercial vehicles for instance.

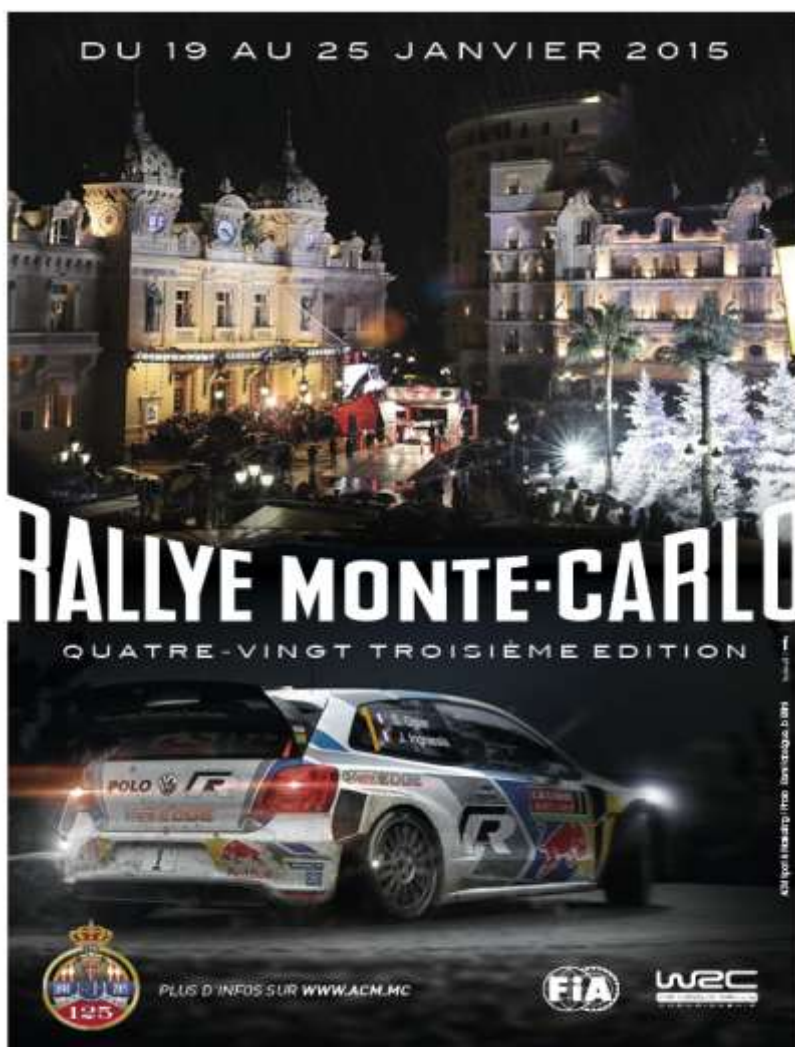
From 2015 we are limiting the use of Spot lights to a maximum of two Auxiliary lights over and above the lights fitted at the factory. We would prefer not see Light Pods, it's not good for public relations.

There will six rounds in 2015, 4 Scatters and 2 12 Cars.

First one will be 14th January starting at the Otley Rugby club. See the IDMC website or PM me for more details.

To enter you need do to be an IDMC member, but apart from that all need is a Car a driver, navigator, appropriate OS maps, pencils, romer, rubber etc.

What's stopping you coming out to play then....?????....





### Harness damage

The MSA Technical Department received the image above, showing the left-hand lap belt from the harness in a single-seater racing car.

The damage was reportedly done when using a knife to trim a new foam-form seat whilst in the car. Please take care when carrying out such work; an accidental nick in a strap's webbing can reduce its strength and render it unacceptable at scrutineering.

There have also been reports of harness shoulder straps suffering damage damaged by being hole-punched – or otherwise ‘holed’ – to accept cable ties, so as to secure items such as intercom microphones. If the webbing is ‘holed’ then the harness cannot be accepted for use.



### Frontal Head Restraints (FHRs)

A guidance document on the use of Frontal Head Restraints (FHRs) is available in the Resource Centre on the MSA website, [www.msauk.org/assets/fhrguidance.pdf](http://www.msauk.org/assets/fhrguidance.pdf)

FHRs are designed to restrain the driver's head relative to the torso during frontal and angled-frontal impacts, thereby reducing the loads to the head and neck. They will become mandatory for drivers of post-2000 single-seaters next season and all circuit racers

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

### Towing eyes

The MSA Technical Department wishes to remind competitors of the regulatory requirements for towing eyes in rallying and racing. The requirements for stage rallying and racing are set out in (R)48.1.13. and (Q)19.1.3. respectively.

There is freedom for this equipment to be of any suitable material, providing that the ‘loop’ or ‘eye’ is of adequate size.

A scruffy piece of webbing, hole-punched to allow a bolt to be passed through the material, is not acceptable; the images show what happens if a piece of webbing is used as a towing eye in this way.



### MSA publishes list of acceptable stage rally tyres

The MSA has published an online guide to the tyres permitted for use on Special Stages on the Forestry Estate. Stage Rally Tyre List 6: Registered Tyres Patterns applies to all Stage Rallies run to MSA Regulation R.1.4.1.

It shows the registered patterns of all tyres on the list so that competitors and scrutineers alike can readily identify those eligible. Mike Broad, Chairman of the MSA's Stage Rally Tyre Working Group, said: “With the banning of tyre cutting for tyres on List 6 it is essential that the original moulded patterns are easily determined. The aim of the Working Group is to reach agreement with the tyre manufacturers for closer pattern tyres to reduce the damage to Forestry Roads and improve the sports sustainability for the future.”

Stage Rally Tyre List 6 : Registered Tyres Patterns is available at : [www.msauk.org/assets/stagerallytyrelist6registeredtyrespatterns.pdf](http://www.msauk.org/assets/stagerallytyrelist6registeredtyrespatterns.pdf)

### Withdrawal of FIA Seat Homologation RECARO “Pole Position”

The MSA wishes to convey the following notice from the FIA: During the internal quality control process of the competition seats certified to the FIA 8855-1999 Standard, RECARO found that the Pole Position seat with the homologation number CS.997.00 does not comply with all the requirements defined in the FIA 8855-1999 standard.

The FIA therefore decided that for safety reasons the homologation of the following competition seat, *whatever the manufacturing date*, is withdrawn with immediate effect:

As these seats can no longer be considered as complying with the FIA 8855-1999 standard, their use is prohibited in all cases in which compliance with the above mentioned standard is mandatory. This decision will be published in the next edition of the FIA bulletin.

UK competitors should kindly note that this means such seats are not acceptable in MSA Stage Rallying, whatever the event status, nor in any National competition where there is a mandatory requirement for use of FIA homologated seats. Recaro has set up a hotline to deal with any enquiries: 00 49 202 2515 620. This is open seven days a week during normal office hours, German time (one hour ahead of UK time).

# Roger Albert Clark Rally



Steve Perez and the 'Amigos Tequila Flavoured Beer' Lancia Stratos scored one of the best results to date for the fabulous car with eighth place overall on the Roger Albert Clark Rally (28-30 November). Chesterfield-based Perez and his hugely experienced co-driver John Millington took the outstanding result after a typically tough two and a half days of rallying on what is one of the most challenging and popular rallies on the UK calendar. When the rally finished in Sunderland late on Sunday afternoon, the Stratos was a superb eighth overall among a top quality field. In fact, Perez and Millington were just 22s away from a top six finish after more than three hours of competitive driving.

"I'm really pleased!" said Perez at the finish. "It's fantastic to have four non-Ford Escorts in the top 10 of this rally. We've had top 10 finishes on this event before but that was mainly because other people have had problems. But this year a lot of top competitors stayed in and on the last three stages we were setting top five stage times." In fact, throughout the rally the Stratos set a string of top 10 times and fourth fastest overall on the Ogre Hill stage was a stand-out performance.

The annual rally started with a demanding leg on Friday evening when thick fog in Hamsterley Forest handed crews a daunting challenge as they all struggled to see the road. Conditions improved on Saturday as the cars competed over 90 stage miles in the forests of Northumberland and then the rally wrapped up with another 60 competitive forest miles on Sunday.

"We've been sorting the engine out and sorting the handling out and we've now got the handling absolutely spot on and I'm so pleased because the guys have worked so hard to get the car ready," said Perez. "We had problems on Saturday with a misfire and it stopped going into the second Hamsterley stage. Fortunately, the guys from DANSPORT sorted it out and got us going again. It was an electrical problem that developed and the guys fixed it completely.

"I'm now looking forward to the British Historic Rally Championship next season," said Perez. "I'm confident that we can have a shot at the title and please all the crowds!"

# Devizes and District Motor Club Myotis Rally

Devizes and District Motor club are disappointed to announce that we will be postponing the running of the infamous Myotis Rally in 2015. But, there is good news, so read on...!

It is impossible to run the event in its traditional format because of significant land availability issues associated with the use of the Salisbury Plain Training Area. This situation is not unique to our club's proposed use and is one that is likely to impact on other motor sport events too. This may change, but not in the foreseeable future. As such, it is not politic to debate this turn of events on the forum. For the future benefit of rallying on SPTA, we'd appreciate it if you respected this approach for the time being.

However, we will be running an event over the Easter weekend – yippee!! We are planning a rally with tests on the Saturday afternoon followed by a navigational road rally in the evening, still using some of the best of the smooth, unsurfaced roads in the area south of Devizes as well as some demanding tarmac roads....so, you will get to play!!

To give you some idea what we have planned, the event is likely to finish at 1:00am on Easter Sunday, thus, not an 'all-nighter'. There is likely to be a supper halt in the Chippenham area before embarking on the navigational rally. It all looks exciting and we hope that you will appreciate our considerable endeavours to provide you with a challenge that will still incorporate a good proportion of the principles of previous events. Competitors - We hope to see crews from previous Myotis Rally's come out to compete again. Regulations should be available at the beginning of February 2015. Keep your eyes on the forum and our website [[www.ddmc.co.uk](http://www.ddmc.co.uk)] for more details. We will make a new posting under the name of the revised event when we can tell you more details.

Marshals – We are indebted to you for your valuable help and support in the past. Thank you for that and we very much hope to see you again next year. Again, keep your eyes on the club website for details

---

## Figures released by the promoter of the World Rally Championship show a big jump in the number of people watching the sport on television this year.

Data gathered by sports marketing research company Re-pucom for the first 10 rounds of the season, up to and including Coates Hire Rally Australia, show a large rise in both audience and broadcast time compared with 2013. Total audience across the 10 rallies rose by 35 per cent to 581.81 million viewers, while broadcast time increased by 70 per cent to 7275 hours.

Most regions saw notable audience increases in comparison to 2013, including Central and South America (up 155 per cent) and Europe (up 34 per cent). The season opener Rallye Monte-Carlo netted the largest audience to date with 86.75 million viewers tuning in, while Neste Oil Rally Finland achieved the highest broadcast time with 880 hours.

Neste Oil Rally Finland was watched on TV by an additional 30 million fans compared with 2013, ADAC Rallye Deutschland gained an extra 22 million viewers and Coates Hire Rally Australia brought in 18 million more people than last year. WRC Promoter managing director Oliver Ciesla said the upward trend was 'hugely encouraging' and maintained the excellent progress in growing WRC's media audience across all platforms



# The Motorsport Marshals

## CHARITY CALENDAR 2015

Supporting Melanoma UK



My name is Paul Sutcliffe I live in Oldham, I am a Pit Lane Marshal and based at Oulton Park, Cheshire, UK, I am a member of the British Motorsport Marshals Club and have been for the last 10 years, I am also Race Secretary for the BRSCC North Region. I love any kind of motorsport from Formula 1 to Club racing and have done since I was a small boy. (Anything to do with Speed). In 2008 I was diagnosed with stage 3 Malignant Melanoma this was situated in my stomach around the navel and it had also spread to my lymph nodes in my groins at the top of my legs, I had a major operation to remove the cancer and some of my lymph nodes and further treatment after the operation, in 2011 the cancer returned again in the same area and again was operated on and removed, hoping this would be it and not to return again but sadly it did in 2013, After another major operation to remove the cancer from the same area again, my consultant Dr Paul Lorigan from Christies Hospital in Manchester advised me, that it will return again in the future he doesn't know where or when but it will return, I have 3 monthly check ups along with CT scans and chest x rays, I have to now be extremely vigilant and be on my guard for anything suspicious, and as soon as I find anything I have to inform my consultant ASAP.

Since having the disease, I have been involved in a charity called Melanoma UK it's a local charity based in Oldham near Manchester, since being involved in motorsport I have wanted to do a marshal calendar, I have tried 2 or 3 times but it's never got off the ground, now I have an excellent photographer called Andrea Pennington <http://www.andrea-pennington.com> and also help from Gaynor Stocker-Cheng <http://www.flashbulbphotography.co.uk> another great photographer, with their help we have managed to travel the UK and visit circuits and factory's within motorsport, over a 12 month period.

Teams involved from Formula One are Red Bull, Mercedes, McLaren, Force India, Lotus and Caterham, plus from other forms of Motorsport are Bloodhound SCC, BTCC, British GT / F3, Ferrari, WEC, British GP & F1 safety car, Sky Sports F1.

Drivers and people involved are Sergio Perez, Nico Hulkenburg, Allan McNish, Berndt Maylander, Tom Kristensen, Jason Plato, Sam Tordoff, Mark Hines, Damon Hill, Martin Brundle, Bruno Senna, Martin Haven, Diana Binks, Paddy Lowe, John Iley, Dr Wolfgang Ulrich, Charlie whiting, Herbie Blash, Steve Ryder and Jules Tippler plus 14 marshals from all over the UK.

The calendar is A4 and open up in to A3 size it will cost £10.00 inc post & packing and all monies raised will go to the Melanoma UK charity, [www.melanomaUK.org.uk](http://www.melanomaUK.org.uk) it is now finished and is ready and printed and now available, to buy, we are hoping to raise about £10,000.00. with have our own website <http://charitymarshal.org> plus on social media Twitter @suttie50 and Facebook <https://www.facebook.com/pages/Marshal-Charity-Calendar/567594419995217?ref=hl>. The calendar is also available to pre-order by going to Andrea's website and the Melanoma UK website.

Thank you and all the best

PS See you at the Autosport Show in January where I will be selling the calendars also.



# 2015 NESCR0 Classic Challenge

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



**The Challenge.....** are based on an Index of Performance.  
The Challenges are not Championships; it is just for fun, see how you can perform against your class rivals. There is a Challenge for Drivers, Navigators, and one specifically for the Targa class. Scores from 7 of the events will be used in the calculations.

## 2015 NESCR0 Targa Challenge

As has been noticed over the last two years there is a fairly good interest in the Targa Rally events that are included in the Historic rallies that have run in the NESCR0 Challenge. Therefore in 2015 NESCR0 are introducing The Targa Challenge for the more modern vehicle, basically all prepared to road-rally specification. The Challenge is not a Championship (awards cannot be presented), so the Challenge is just for fun, see how you can perform against your class rivals. Scores from 5 of the events will be used in the calculations.

**1st March**

### **Saltire Classic Rally,**

Saltire Rally Club Ltd  
[www.saltireclassicrally.co.uk](http://www.saltireclassicrally.co.uk)  
Tests, Regular & Pre Plot Navigation  
Birnham, Perthshire  
Colin Wallace 07443 573155  
[saltireclassicrally@btopenworld.com](mailto:saltireclassicrally@btopenworld.com)

**2nd / 3<sup>rd</sup> May**

### **Berwick Classic**

Berwick & District MC Ltd  
[www.berwickmotorclub.co.uk](http://www.berwickmotorclub.co.uk)  
Tests & Regularities  
Berwick upon Tweed / Whitekirk  
Stuart Bankier 01289 382025  
[stuart@sbankier.wanadoo.co.uk](mailto:stuart@sbankier.wanadoo.co.uk)

**9th August**

### **St Wilfrid's Classic Rally**

Ripon Motorsport Club  
[www.riponmotorsportclub.co.uk](http://www.riponmotorsportclub.co.uk)  
Tests, Regularities & Navigation  
Ripon  
Sam Wainright  
[info@riponmotorsportclub.co.uk](mailto:info@riponmotorsportclub.co.uk)

**14th March**

### **Hexham Historic Rally**

Hexham & District MC  
[www.hexhammotorclub.co.uk](http://www.hexhammotorclub.co.uk)  
Night Navigation  
Hexham, Northumbria  
Ed Graham 01661 833167  
[edgraham@btinternet.com](mailto:edgraham@btinternet.com)

**14th June**

### **Great Glen Rally**

Highland Car Club  
[www.highlandcarclub.co.uk](http://www.highlandcarclub.co.uk)  
Tests, Regularities  
& Simple navigation  
Fort Augustus / Inverness  
Dave Spence  
[Dave.spence47@btinternet.com](mailto:Dave.spence47@btinternet.com)

**6th Sept**

### **Durham Dales Classic**

Durham Automobile Club  
[www.durhamautoclub.org.uk](http://www.durhamautoclub.org.uk)  
Tests Only  
Nissan, County Durham  
Lindsay Burnip  
[poshbirdincontrol@sky.com](mailto:poshbirdincontrol@sky.com)

**29th March**

### **North Yorkshire Classic**

York Motor Club  
[www.yorkmotorclub.co.uk](http://www.yorkmotorclub.co.uk)  
Tests & Regularities  
York, North Yorkshire  
David Ruddock 07552 615004  
[davidruddock123@btinternet.com](mailto:davidruddock123@btinternet.com)

**14th June**

### **Shaw Trophy**

Whickham & District MC  
[www.wdmc.org.uk](http://www.wdmc.org.uk)  
Tests, Regularities & Navigation  
Morpeth, Northumbria  
Ronnie Roughead 01661 886845  
[r.roughead@btinternet.com](mailto:r.roughead@btinternet.com)

**20th Sept**

### **Doonhamer Classic Rally**

South of Scotland CC  
[www.soscc.co.uk](http://www.soscc.co.uk)  
Event Type  
Tests and Navigational  
Dumfries  
Roland Proudlock 07824 847383  
[rolandproudlock@annandalefinancial.co.uk](mailto:rolandproudlock@annandalefinancial.co.uk)

**29th March**

### **Devils Own**

Kirkby Lonsdale MC  
[www.klmc.org.uk](http://www.klmc.org.uk)  
Tests, Regularity and optional Run  
Kirkby Lonsdale, Cumbria  
Mike Kirk 01539 728832  
[MIKEKIRKRALLYING@aol.com](mailto:MIKEKIRKRALLYING@aol.com)

**29th June**

### **Lake District Classic**

Wigton Motor Club Ltd  
[www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)  
Tests Simple Navigation in advance  
and no timing on public roads.  
Penrith and North Cumbria  
Ron Palmer 01228 575153  
[ronpalmer777@hotmail.com](mailto:ronpalmer777@hotmail.com)  
David Agnew 01946 841455  
[davidwagnew@aol.com](mailto:davidwagnew@aol.com)

**18th October**

### **Solway Classic Weekend**

Wigton Motor Club Ltd  
[www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)  
Tests and Simple Navigation  
or optional Run  
Cockermouth  
Graeme Forrester 01900 825642  
[graeme@gtforrester.freemove.co.uk](mailto:graeme@gtforrester.freemove.co.uk)

**12th April**

### **Ilkley Jubilee Rally & Run**

Ilkley & DMC  
[www.jubilee-rally.org](http://www.jubilee-rally.org)  
Tests, Regularities and Navigation  
with Alternative Run  
Ilkley, Yorkshire  
Henry Carr 01274 586461  
[carrh@btinternet.com](mailto:carrh@btinternet.com)

**18th July**

### **Summer Lanes Rally**

Queens University (Belfast) MC  
[www.motor.club.qub.ac.uk](http://www.motor.club.qub.ac.uk)  
Tests & Navigation  
Barnscourt, Northern Ireland  
Clifford Auld 07713855692.  
[hungryauld@btinternet.com](mailto:hungryauld@btinternet.com)

**The Targa Challenge Rounds are :**

**Saltire Classic Rally**  
**Devils Own**  
**Berwick Classic**  
**Great Glen Rally**  
**Lake District Classic**  
**Summer Lanes Rally**  
**Durham Dales Classic**  
**Doonhamer Classic Rally**  
**Solway Classic Weekend**

It's my pleasure to announce The Premier Rally Championship! Organised by the HRCR with myself (Daniel Pidgeon) acting as the championship co-ordinator. An all-new initiative, this is a national road rally championship with a wide range of events that caters for all types of car; Road, Navigational, Endurance, Classic, Historic, Targa and Vintage.

Embraced within the Champion is a scheme where points can be won in any three Endurance permit events, and any three Targa permit events, and two longer events, The Three Castles and The Flying Scotsman, as well as traditional night Road rallies, Navigational permit events as well as Classic and Historic, including all the rounds in the HRCR Clubmans road-rally championship.

The Championship is designed to be a national road rally championship with a very wide range of style of events, in effect embracing all styles of road rallying for all the very varied types of car competing. It is not "car based" with eligibility and scrutineering standards - if it fits the event that is a round of the Premier Championship, the car is eligible. Its chiefly designed for people - not car specific.

Championship details are provisional and subject to final approval by the MSA, but they are happy with everything so far. The first year of this all-new rallying initiative from the HRCR will be 2015. The Championship requires membership of the HRCR and contenders must register with a championship entry-fee of £20.

The website <http://www.PremierRally.co.uk> will be used where you can get a copy of the regulations and the entry form as well as all the up to date information and results tables. This website will be finished by the end of next week and I will post a reply below when it is 'live'.

We have a total of 20 Road/Navigational events and 15 Classic/Historic/Vintage events which are as follows:

### Road/Navigational

7/8th Feb	-	Bath Festival	-	Bath MC
7/8th Feb	-	Bruce Robinson	-	Lincoln MC & CC
21/22nd Feb	-	Ilfracombe	-	North Devon MC
21/22nd Feb	-	Rali Bryniau Clwyd	-	Broughton & Bretton MC
14/15th Mar	-	John Robson	-	Hexham & District MC
4/5th Apr	-	The Devils Tour	-	Devizes & District MC
11/12 Apr	-	Winter Challenge	-	North Wales CC
18/19th Apr	-	Kick Energy Rally of Derbyshire	-	Matlock MC
25/26th Apr	-	Primrose Trophy	-	Clitheroe & District MC
9/10th May	-	Altratech 061	-	Stockport 061 MC
19/20 Sep	-	Mercian	-	Rugby MC
7/8 Nov	-	Dansport	-	Matlock MC
TBA	-	1000 Lanes	-	Heads of the Valleys AC (HOVAC)
TBA	-	Beaver	-	Beverley & District MC
TBA	-	Carvers Traders	-	Burnham-On-Sea MC
TBA	-	Clitheronian	-	Clitheroe & District MC
TBA	-	Guy Fawkes	-	South Hams MC
TBA	-	Northumberland Borders	-	Mini Cooper Register
TBA	-	Primrose	-	South Hams MC
TBA	-	The Preston	-	Chelmsford MC

### Classic/Historic/Vintage

14/15th Mar	-	Hexham Historic	-	Hexham & District MC
12th Apr	-	Ilkley Jubilee	-	Ilkley & District MC
17-19th Apr	-	The Flying Scotsman	-	The Endurance Rally Association (ERA)
2/3rd May	-	The Berwick Classic	-	Berwick & District MC
16th May	-	Leukaemia Historic	-	Ecurie Cymraeg
4-6th June	-	Three Castles Trial	-	Three Castles MC
TBA	-	East Anglian Classic	-	Chelmsford MC
TBA	-	Hughes	-	Blackpalfrey MC of Kent
TBA	-	North Yorkshire Classic	-	York MC
TBA	-	Ross Traders	-	Ross & District MC
TBA	-	St Wilfrids	-	Ripon MSC
TBA	-	The Huntsman	-	Carlton & District MC
TBA	-	Throckmorton Challenge	-	Historic Endurance Rally Organisation (HERO)
TBA	-	Tour of Cheshire	-	Knutsford & District MC
TBA	-	Vale of Clwyd Classic	-	Clwyd Vale MC

Participants highest 10 points will count towards the final table. So essentially you could do 10 road events, or 10 classic events or mix it up a little with 3 enduro's, 3 classic, 2 targa's and 2 road events. There will be extra awards for people who mix it up a little more.

I'm sure there will be several questions, some of which will be answered by the regulations next week, but please feel free to ask and I will get back to you as and when I can. Yes I agree that this won't be for everyone, but I hope it's a step in the right direction to give the 'road' scene a boost in areas that it is needed.

Many Thanks

**Daniel Pidgeon**

**Championship Coordinator**



**Border Ecosse Car Club,  
Grant Construction and  
Knockhill Racing Circuit**  
**Knockhill Stages**  
**4th January 2015**

A round of:

2015 Borders Rally Challenge

2015 Border Ecosse Car Club Championship

2015 Scottish Tarmac Rally Championship

2015 Five Of Clubs Rally Championship

The event will contain 8 special stages with a total mileage of approx 40 Miles.

These stages will be timed to an accuracy of less than 1 minute.

The route will be defined by a route book, which will be handed out at signing- on, plus other paper work required to compete in this event. [www.borderecossecarclub.com](http://www.borderecossecarclub.com)

**Amman & District Motor Club**  
**The Red Kite Stages 2015**  
**Sunday 1st February**

Our aim as always is to offer competitors a warm welcome and a good day's motorsport on some of the best classic stages Llandovery has to offer.

Returning competitors will see some changes to the event.

The main change is the upgrade to National "A" which will include the MSA British Historic Championship. Alongside we will still be running a National "B" event for the 2015 R.A.C. Championship to include competitors in the 2015 <http://www.jelfmotorsport.com> Welsh Clubman's Forest Championship.

Remember you don't need to be registered on any of the championships to enter either event.

You are more than welcome to come along, have a blast, and enjoy the compact route of approximately 45 stages miles and 80 road miles and a central service area.

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

**Club RallySport West**  
**The Brean Stages Rally**  
**24th & 25th January**

To be held entirely within the grounds of the Brean Leisure Park, Brean in Somerset.

A total of 12 stages are on offer, 6 on Saturday and 6 on Sunday, providing 52 miles of competitive rallying over the excellent sealed surface roads of the Leisure Park.

For those competitors who unfortunately are forced to retire from the main rally on Saturday, we have the Trophy Rally for the Sunday stages, to enable those competitors to enjoy a full weekend of rallying. With no increase in the MSA permit and insurance rates for 2015 we are pleased to be able to retain the entry fee at the 2014 level.

Regulations : please email: [info@crswrallies.co.uk](mailto:info@crswrallies.co.uk) providing your name and full postal address. Further information available on [www.crswrallies.co.uk](http://www.crswrallies.co.uk)

**Clitheroe  
& District  
Motor Club**



**PRIMROSE  
TROPHY**  
**Navigational Rally**



**25/26<sup>th</sup> April  
2015**

**A Round of :**

*ANCC Road Rally Championship,  
ANEMCC Road Rally Championship,  
ANWCC Road Rally Championship,  
HCRC Premier Rally Championship,  
SD34MSG Road Rally Championship  
SD34MSG League*

**160 miles on  
O/S maps 97, 98, 102 & 103**

**Regs available at  
[www.cdmconline.com](http://www.cdmconline.com)  
Early March 2015**

**Mat Kiziuk  
07718-054838**

**Maurice Ellison  
07788-723721**

# Formula 1 double points scrapped for next season

## Formula 1 bosses have agreed to ditch the controversial double points rule.

It was introduced for the final race of 2014 to keep the championship alive for as long as possible but was criticised by drivers, teams and fans. The agreement needs ratifying at a meeting of the FIA World Motor Sport Council, but F1's legislative body is expected to rubber stamp it.

The idea of F1 boss Bernie Ecclestone, the double points rule was criticised for being unfair and artificial. As it turned out, the outcome of the 2014 championship would have rested on the final race even if double points had not been in force.

Lewis Hamilton was 17 points ahead of Mercedes team-mate Nico Rosberg going into the season-ending Abu Dhabi Grand Prix but made sure of the title by winning at Yas Marina. That gave the Briton a further 50 points, leaving him 67 in front of Rosberg, who came home 14th after suffering car trouble.

Ecclestone and FIA president Jean Todt met with representatives of the teams, circuits and sponsors to discuss a number of proposals at this week's meeting, not just the double points rule. They also abandoned plans to introduce standing re-starts following the deployment of the safety car but failed to come up with any formal proposals aimed at keeping costs under control.

The issue of costs remains a hot topic following the financial collapse of the **Marussia** and **Caterham** teams. Force India, Lotus and Sauber have also complained that they are struggling financially because the split of prize money is not equitable.

There was also no agreement on allowing limited in-season engine development. Currently, the rules allow a specified amount of development between seasons but none during the championship. Red Bull and Ferrari have been pushing to allow an extra stage of development in the summer. Mercedes are against the idea but have offered to accept a limited amount of development. However, their compromise proposal has been rejected by their rivals on the basis that it does not go far enough. Unanimous agreement is required to change the rules for next season.

The World Motor Sport Council, which met in Qatar on 3 December, also heard from the investigation into the accident at the Japanese Grand Prix that left Marussia driver Jules Bianchi with severe head injuries.

The investigation was charged with establishing what happened and coming up with new measures to reinforce safety at circuits



## FIVE WAYS TO GO HISTORIC RALLYING

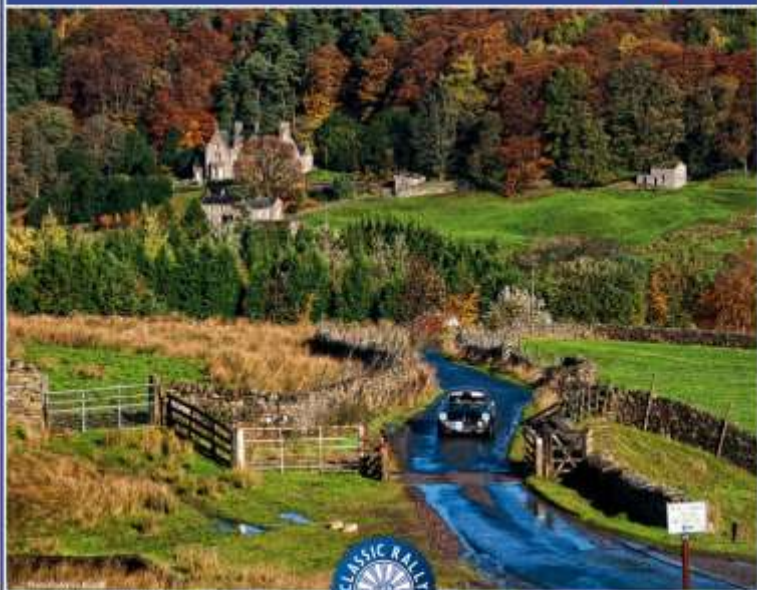
**HRCR, the home of Historic Rallying will again be holding their prestigious Open Day at the Heritage Motor Centre, Gaydon (Junc 12, M40) on the 10th of January 2015 and will be offering Five Ways to go Historic Rallying.**

- 1. The Launch of A Brand New Concept  
The HRCR Speed Series**  
Use your road legal classic car on specially selected Hill-climbs and Sprints just as our forefathers did as part of rallying in the 1950's and 60's.
- 2. The Launch of the  
HRCR Premier Rally Championship**  
The brainchild of HRCR Vice President and founder member Philip Young. Another new initiative from HRCR. Accrue points from a wide selection of historic events to qualify for prestigious awards.
- 3. The Launch of the  
HRCR Old Stager Historic Rally Championship**  
A low cost genuine Historic Stage Rally Championship run for enthusiasts by enthusiasts. Ideal for those who still enjoy the challenge of competing on a level playing field with Historic Rally Cars prepared in period.
- 4. Celebrating 21 Years of the HRCR Clubman's Road Rally Championship**  
This long running championship is currently attracting record numbers of registered contenders with many of the popular historic road rally rounds running with full entries.
- 5. HRCR Scenic Tours Series**  
The very best way to enjoy your classic car  
This popular series of none damaging Scenic Tours visits some of the very best rally routes Britain has to offer.

**Entry is Free to all and the doors open at 9:30am  
Come and meet the people and see the cars**



A QUALIFYING ROUND OF THE 2015 HERO CUP IN ASSOCIATION WITH EFG



NEWCASTLE

BLACKPOOL

## THE 14<sup>th</sup> RALLY OF THE TESTS

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

WWW.HEROEVENTS.CO.UK



**MurphotoRally** 

Covering your motorsport!

 [www.facebook.com/MurphotoRally](http://www.facebook.com/MurphotoRally)

## Broughton-Bretton Motor Club

### Bryniau Clwyd

21/22 February 2015

Broughton-Bretton Motor Club are delighted to welcome you to the 2015 running of the Bryniau Clwyd.

Once again a National B rally and a round of the ANWCC, WBCC and a soon to be announced new series, we will be offering a 120 mile route on maps 116 & 117.

Centered on the market town of Mold, start/finish/halfway/trailer/noise and scrutineering facilities will all be within the town.

We would like to assure competitors we've taken on board feedback from 2014 and altered the route to take away some of the rougher parts

Regs and entries will open on 19th December at 22.00hrs, we do hope you can join us in 2015

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

Dave & Julie Harwood at



## Road & Stage Motorsport Ltd.

Whitegate,

White Lund Industrial Estate,

Morecambe.

Happy to help with all your rally needs.

Just call or Telephone,

You are always welcome.

Tel: 01524 844066

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

## DOES YOUR EVENT REQUIRE RADIO SAFETY CREWS

Contact

**Gemini Communications**

*Bill Wilmer 07973-830705*

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

Specialising in the Art of Communications

## ADGESPEED



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

Telephone

Unit - 0161 777 9949 Mobile - 07960 964069

Fax - 0161 777 9948

E-Mail

Adge - [adge@adgespeed.co.uk](mailto:adge@adgespeed.co.uk)

Sales - [sales@adgespeed.co.uk](mailto:sales@adgespeed.co.uk)

## 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)

A young boy had a habit of sucking his thumb. His mother finally told him that if he didn't stop sucking his thumb he would get really fat' Two weeks later his mother had some friends round for a girlie lunch.

The boy points to a heavily pregnant lady and says "I know what you've been doing"

**Tickets On Sale NOW!!**

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



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



## RETRO-SPEED

The classic on-line car magazine

[www.retro-speed.co.uk](http://www.retro-speed.co.uk)

Classic car and classic motorsport  
magazine on-line.

Daily updates and images from the world of historic  
motorsport, classic rally news, motor racing, hill climbs,  
car trials, classic car shows and major classic car  
and automobilia auctions.

## 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)**

# Duncan Littler

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

Tel: 01248 430015, Mob: 07740 179619  
e-mail: postmaster@dtlittler.f9.co.uk

## 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**

MOTOR ENGINEERS, VEHICLE SALES AND MOT

HOME ABOUT US SHOWROOM SERVICES CONTACT US HIGH BENTHAM BUSINESS PARK, LA2 7NB. 015242 62105



Tel. 015242 - 62105



**CARTERSPORT**  
Motorsports Media Services

SPORTS WRITING - BROADCASTING - JOURNALISM - PR - PROMOTIONS - PUBLICITY

PO BOX 150, Northallerton, North Yorkshire, DL6 3WZ Tel: 01609 761346

[www.cartersport.com](http://www.cartersport.com)

**SP  
AUTOS**

Class 4 and 7 MOT Testing | Private Hire Testing | Servicing and General Repairs

**Steve Price**

**Tel: 07814 953346**

**Gilnow Road,  
Bolton, Lancs, BL1 4LL**

Proposed new date for the  
**John Robson Rally**  
is  
**14th MARCH 2015**

We won't let Road Rallying in  
The North East die without a fight !!!!!

**rallytech.com**  
COMPOSITES FOR MOTORSPORT

2015  
Legendfires  
NORTH WEST STAGES  
Feb 6/7th BLACKPOOL [www.nwstages.co.uk](http://www.nwstages.co.uk)

100% ACTION - 100% RALLY  
THE BIGGEST TARMAC RALLY IN THE NORTH WEST  
Plus THE GT40C RALLY SHOW  
at the NORBRECK CASTLE HOTEL

Come to BLACKPOOL  
on Fri 6th/Sat 7th FEB 2015

100 COMPETITORS  
70 MILES OF COMPETITION  
SPECTATOR STAGES CLASSIC NIGHT STAGES  
INDOOR RALLY VILLAGE RALLY SIMULATORS  
CLASSIC RALLY CARS MOTORSPORT STANDS  
GPB AND WRC CARS CHAMPAGNE FINISH

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

**ANWCC**  
Association of North Western Car Clubs

**ANWCC AWARDS 2014  
PRESENTATION EVENING**  
**Saturday 31<sup>st</sup> January 2015.**

We're pleased to announce that the presentation of the Championship 2014 awards will take place at the Hallmark Hotel (formerly known as The Belfry), Stanley Road, Handforth, Wilmslow, Cheshire, SK9 3LD (map ref 109/856846, co-ordinates 53.36N, 2.22W) on the evening of Saturday 31<sup>st</sup> January 2015.

The ANWCC will be subsidising the evening - the cost of the meal for all attendees will be at a discounted price of £25.00.

We would ask you to make early application - **the closing date for ticket applications will be 10<sup>th</sup> January 2015** and we must be strict as we need to give the hotel exact meal requirements - so, no late entries!

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

# Darlington and District Motor Club

## Jack Frost Stages Rally

### Sunday 18th January 2015

Darlington and District Motor Club have once again teamed up with fuel conversion specialists Autogas 2000 as well as specialist motorsport PR company, Cartersport, for the annual Jack Frost Stages Rally which will take place at Croft Circuit on Sunday 18th January 2015.

The event will again comprise up to eight stages totalling around 40 stage miles on the tarmac of the North East's premier race track and will be a qualifying round of the AS Performance North of England Tarmacadam Championship 2015, Fuchs Titan Race ANCC Stage Rally Championship 2015 and the SG Petch ANECCC Stage Rally Championship 2015.

With typically fast and flowing stages, the event usually attracts a capacity entry, including some of the top drivers in the UK. Penrith MotoGP and BSB boss Paul Bird has won the event four times with event sponsor Chris Wise from Thirsk and Scotch Corner preparation expert Tony Bardy having three wins each.

Following the heavy snowfall which fell just prior to the 2013 event and which allowed Wise to take victory, last year saw former National Champions Steve Simpson and Patrick Walsh win the event in their Subaru WRC ahead of Wise with Ben Mellors third in his Proton Millington.

Already, around 20 crews have submitted entries including top North East star Paul Swift, BTRDA rally-cross champion Martin Peters and circuit racer Paul Sheard with a varied influx of drivers and cars expected over the next couple of weeks.

Competitors are reminded of a couple of processes regarding the entry procedure which are slightly different to that of Northallerton Automobile Club, which organises the Swift Signs Christmas Stages Rally and which takes place at Croft on Sunday 28th December 2014. Firstly, the maximum entry is 95 and ALL entries are allocated on a 'first come, first served' basis whereby no places are reserved for allocation at organiser's discretion, so all potential entrants are urged to submit entries as soon as possible.

Scrutineering and documentation take place the same day as the event from 06:00 with the first car starting at 09.15. There are classes for cars up to 1400cc, up to 1600cc, up to 2000cc, over 2000cc and all four wheel-drive cars as well as pre-1981 classic rally cars. The entry fee is £225 and the final closing date is 9th January 2015, although competitors are advised to enter early to avoid disappointment. In a bid to help competitors financially, once again no cheques will be banked, or credit card payments taken, before 3rd January 2015 or transactions can be post-dated for that date instead.

For further information, please contact Terry Wright on 01325 359895 (before 21.00), or via email at [tp.wright@btinternet.com](mailto:tp.wright@btinternet.com).

Regulations and entry forms are now available at [www.darlington-motor-club.org.uk](http://www.darlington-motor-club.org.uk).

# IF YOU DON'T SWEAR WHILE DRIVING



# THEN YOU ARE NOT PAYING ATTENTION TO THE ROAD AT ALL.

ITS A BOY" I shouted "A BOY, I DON'T BELIEVE IT, ITS A BOY". And with tears streaming down my face I swore I'd never visit another Thai Brothel!

Little Billy asks his dad for a telly in his room. Dad reluctantly agrees. Next day Billy comes downstairs and asks, 'Dad, what's love juice?' Dad looks horrified and tells Billy all about sex. Billy just sat there with his mouth open in amazement. Dad says, 'So what were you watching?' Billy says, 'Wimbledon.'



**RAB Rallyesport**  
www.RABrallyesport.co.uk

**Motorsport Equipment and Rally Media**  
**+44 (0) 7742214106**

**stand21** **COBRA**  **GRAYSTON** 

**Racesuits**



**Helmets**



**Bimarcos & Cobra Seats**



**Stand 21 HANS**



**Harnesses**

**We can also supply:**  
Fire Extinguishers, Grayston Accessories,  
Mudflaps, Roll cage padding, Cutoffs & Cables,  
Boots, Gloves, Mudflaps, Polybushes,  
Fasteners & Fixings, OBP products,  
and much much more!

**Open Mon-Sat 10am - 6pm at:**  
**Unit 5, Barfs Rd, Distington, CA14 5TG**  
**Or**  
**[www.RABrallyesport.co.uk](http://www.RABrallyesport.co.uk)**

## Lincoln MC & CC M G Raw Bruce Robinson Rally 7th-8th Feb 2015

Lincoln MC & CC will be running the M G Raw Bruce Robinson Rally on the 7th-8th Feb 2015, we'll be offering 140 miles of the best Lincolnshire lanes on maps 113, 121 & 122, starting and finishing in Langworth and including around 25 miles of white roads.

This year marks the 25th Anniversary of the Bruce first running as a road rally, having started as a stage rally in the late 1950's, we've put a lot of effort into planning a great route for this year including a selection of new roads and a handful of special tests.

Regs will be out soon, with a similar format to last year.

Chris Faulkner

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

Wife gets naked and asks hubby, 'What turns you on more, my pretty face or my sexy body?' Hubby looks her up and down and replies, 'Your sense of humour!'

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

## STOLEN



**This Escort mk2 RS2000 BMA 7115 was stolen from Chirnside in the Scottish Borders some time on 8/12/14.**

**NOW RECOVERED,**

but as a stripped shell. Wings, doors, bonnet, bootlid, cage, seats, belts, dash, engine, gearbox, front suspension and cross member all gone. If anyone has innocently bought any items like these recently and believe they may have been from the car please get in touch so information can be passed to the authorities. It's insult to injury that the car was recovered in this state after it had been stolen.  
**Archie Simmonds 01890818425.**

## 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.

## VSCC Measham Rally 17th / 18th Jan 2015.

Entries are now open for the VSCC Measham Rally to be held on the night of 17th / 18th Jan 2015.

The event is based at Thirsk Auction Mart, North Yorkshire.

The route is 185 miles long with approx 3 miles of smooth non damaging white roads.

Navigation is by map references only with classes for all abilities of navigator and car!

Visit the Events Section of the VSCC website for full details.

Anyone wishing to marshal should contact

Sue and Jonathan Swales on 01653 228251 or at  
[swales.thaknows@talktalk.net](mailto:swales.thaknows@talktalk.net).

Any prospective competitors wanting further information should ring John Potter on 01845 522243 at work

## AN INVITATION PRESTON & DISTRICT VINTAGE CAR CLUB PRESENTS AN EVENING OF NOSTALGIA "TRANSPORTS OF DELIGHT"

An Illustrated presentation from the vast Stuart James Archive of Transport related period photographs, dating back to the early 1900s sourced mainly from Northern England and local family collections. Stuart will present a selection of the many photos he has collected in the last 30 years, covering motoring, transport and social history generally – a fascinating commentary on Post-Victorian Northern England

Together with

**A Hot Pot Supper and Bar open for the duration at  
Pleasington Golf Club, Pleasington, Blackburn, BB2 5JF.**

**On Tuesday January 13<sup>th</sup> 2015**

Food served promptly at 7.30pm

Doors and Bar open at 7.00pm

Ticket Price to include Hot Pot Supper £5.00

From Richard and Penny Prest,  
[spprest@supanet.com](mailto:spprest@supanet.com) or Ramscroft House,  
Meins Road, Blackburn, BB2 6QF, tel 01254  
57118 or mob 07740815296

Cheques payable to  
Preston & District Vintage Car Club



# Principality Classic Trial & Traditional Tour

A quality adventure from a proven organiser

27th April - 1st May  
2015

A traditional classic car event in every way  
'Timing or competitive. YOU decide!'

## REGULATIONS

[www.principality-automobile-club.co.uk](http://www.principality-automobile-club.co.uk)



Principality Automobile Club  
[www.principality-automobile-club.co.uk](http://www.principality-automobile-club.co.uk)  
Telephone +44 (0) 1550 721081 Mobile: +44 (0) 7951 893630

## Clitheroe & D.M.C. Jack Neal Memorial Stages Rally February 21<sup>st</sup> 2015

regs : [www.cdmconline.com](http://www.cdmconline.com)

### BPDC

Blyton Park Driving Centre  
Where Power and Control Combine

On the B1205, Near Blyton Lincolnshire



## Donington Park granted permission to host national rally events



Donington Park have announced that the circuit has been granted planning permission to host two days of national rallying per year, starting in 2015.

The venue has a strong rallying heritage, and featured regularly on the World Rally Championship Rally GB schedule as a Special Stage until the event moved to Wales in 2000. Rally events have not been staged at the venue since, despite holding the planning permission restricted to an WRC round, but that will now change with the new national event planning permission in place.

Donington Park circuit manager Bob Adams said: "Having worked on this issue with the relevant local planning authorities at North West Leicestershire Council, we are very pleased to now have an arrangement in place where we can now host two days of rallying at the circuit per year. In a time where some venues are being restricted on event days, Donington is bucking the trend by managing the environmental matters efficiently, working with the Council and so now being able to expand our calendar to include these new additions to our 2015 and forwards event calendar.

"We're currently in discussions with a national rally organiser regarding an opening event and would welcome enquiries from other organisers who would be interested in staging an event with us. We're very keen to take advantage of this opportunity to deliver an exciting and regular rally event, either two one-day events, or a double header with one club at Donington Park from 2015 onwards."

## 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>



Pro-Rally.co.uk 1 Copyright © 2011 Pro-Rally Photography. All rights reserved. [www.pro-rally.co.uk/terms](http://www.pro-rally.co.uk/terms)

**Pro-Rally.co.uk**

**1**

All the latest  
British Rally Photographs  
**[www.pro-rally.co.uk](http://www.pro-rally.co.uk)**

**Phil James**  
**PRO-RALLY PHOTOGRAPHY**

TEL: 01772 69-00-34

MOB: 07771 76-86-57

EMAIL: [phil@pro-rally.co.uk](mailto:phil@pro-rally.co.uk)

## 2015 Riponian Rally Feb 22nd 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 22nd**  
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 Scrimgour, 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,
Matt Kiziuk,	Heidi Woodcock,
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 (NW Racers)	
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,	
Adrian Spencer (Adgespeed)	
Lucy Owen-Moczadlo (Jucy Photography)	
Gareth Adams 'Marshalling Post'	
Paul Gilligan 'Inside the Industry'	
Paul Commons : Paul Commons Motor Sport	
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 February edition is Thursday the 29th January which is due out on**

**Saturday 31st of January 2015**

**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 AGM

**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

**Prize Presentation Night  
Friday the 30th January**

See Page 18 for more info

Ticket £8 pp

Available from your Club Rep or

Rod Brereton : [pdmc@clara.co.uk](mailto:pdmc@clara.co.uk)

# 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)**

**ANCC Presentation Night  
Friday 15th March**

The guest speakers will be

**Ron Beecroft  
& John Millington**

Tickets £10 including Hog Roast and a choice of deserts.

**Tickets available from**

**Heidi Woodcock : 07790-970677**

Or email

**[presentation@ancc.co.uk](mailto:presentation@ancc.co.uk)**



# ANWCC

Association of North Western Car Clubs

**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)**