

March 2015 spotlight

David Hopkins / Tony Vart
Red Kite Stages
Photo : Nathan Young



www.sd34msg.org.uk

Volume 5 : Issue 2 : March 2015 : Maurice Ellison

Chairman's Chat

Firstly a belated welcome to **Airedale & Pennine Motor Car Club** as I should have noted their joining of the Group in last month's '**spotlight**'. As a very active club involved in PCA's, sporting trials and historic rallies plus lots of marshalling they are very keen to contribute to the group offering their experience as well as looking forward to additional entries on their events.

Talking of entries I'm glad to see that the number of championship registrations has already surpassed last year's total with members of the new member clubs starting to get compete. Although it's already the end of February there are plenty of round still to come so don't hesitate to register as there's time to amass enough points to have the chance of a trophy at the end of the season.

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



Gazzard Accounts Ltd

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

**Tel. 0161 643 0151
or 07973-816965**

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SD34MSG - Member Clubs & contact details

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Blackpool South Shore MC

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Bolton-le-Moors MC

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2300 Club

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Motor Sport Group

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The opinions expressed in this publication are those of the individual contributors, and not necessarily those of the editor or the committee of the SD 34 MSG



Comprising the following Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com

Website : www.nwstages.co.uk

Mark Wilkinson - secretary@nwstages.co.uk

ADVERTISING in the 'SPOTLIGHT'

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

Sent to all **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

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Les Fragle

01995-672230 les.fragle@gmail.com

Maurice Ellison

07788-723721 sd34news@gmail.com

WANTED

YOUR Clubs:-

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

Forthcoming Club Nights

Send to : Maurice Ellison

sd34news@gmail.com 07788-723721

Bolton-le-Moors MC

The Club Meets at 9-00pm
every Thursday

@ Horwich RMI Club,
Chorley New Rd, Horwich. M/R 109 / 6111



Airdale & Pennine MMC

Meet at the White Horse Inn, Well Heads,
Thornton, Bradford BD13 at 9pm on the se-
cond Monday of each month, regular social evenings are
on the fourth Monday and competitions are run at various
times throughout the year.



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



A brilliant day at Weeton on the North West Stages.

Even the weather stayed fine - at least until the thick mist
rolled in about half an hour before the end. Various de-
lays meant that we were rather later than expected fin-
ishing so many thanks to all the LMC team for 12 hours
on duty.

Grateful thanks received from John.Stone to Andy F,
Andy B, Geoff, Kev and Robert for so swiftly putting out
the fire in his WRC Fabia. An expensive end to his day,
but not nearly as expensive as possibly losing the car if
the LMC team hadn't been on hand with the Club's extin-
guishers. Well done guys.

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 NatB |
| •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 March | Tour of Cheshire (Classic Rally),
Chowley Oak, Chester |
| 29th March | SMC Stages, Weeton |
| November | WRC GB |



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

every second & fourth Monday of the month



The Club Meets at 8pm onwards
Every Thursday at

Rising Sun, Hazel Grove.

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

14th March 2015

Dinner & Awards Presentation

Knowldale Car Club

Knowldale Car Club meet at
Milnrow Cricket Club



MINI MIGLIA

14th March 2015

Knowldale car club, will be running the Mini Miglia Tour-
ing 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.

Please note . marshals for the tests will be required

Thanks Steve Warrington

Garstang & Preston MC

Meet at 8-30pm
Every Tuesday

Lonsdale Club,
Fulwood Hall Ln, Fulwood,
Preston PR2 8BD



Blackpool South Shore Motor Club



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

Hexham & DMC

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



THE HEXHAM HISTORIC & JOHN ROBSON RALLY

It's all looking good for the combined Hexham Historic and John Robson Rallies on March 14th, although the continuing presence of snow in the High Pennines is giving the organisers some cause for concern, at least one road that is part of the route is still blocked but is likely to be clear by the time the event takes place. Certainly, the vast majority of the route is clear and presented no problem when the PR work was being done, the organisers relieved to receive no objections from householders or residents on the route.

The far North's only road rally, this year a counting round in the SD34, ANWCC and Premier rally Series, the Hexham/ John Robson will start in the quaint market town of Alston where the local Hendersons garage will provide scrutineering and signing on facilities, the adjacent filling station and Spar supermarket handily placed for providing fuel for both man and machine, with coffee and hot food available (try the pasties, they're delicious).

Some interesting entries will be lining up for this year's event, the Historic section attracting a varied line up including examples of Hillman Avenger, Ford Anglia, Volvo Amazon, Porsche, Alfa Romeo, Ford Cortina, Triumph TR4 and the usual gaggle of Mini variants.

Three time winners of the Hexham Historic, Pete Tyson/ Neil Harrison will be out to make it four in a row and probably start as favourites although the field includes two vastly experienced crews from the world of long distance classic events in Charles Graves/ Ron Palmer and Bob and Susan McClean, who might be considered a threat to Pete's supremacy.

The John Robson entry is still somewhat fluid with several drivers still looking for navigators but there is a good representation from all of the various championship plus several crews who are just out for a night's fun including a couple of names not seen out for quite a while Jon Lawson/ Richard Todd, who were quite a force on AN-ECCC events a few years ago, will be reuniting in Jon's Proton, they will be rekindling their friendly rivalry with Mac & Richard Holdsworth who will be using Mac's venerable Honda Civic. Tony Harrison/ Paul Taylor will be going for a hat trick of John Robson victories while young Ayrtton Harrison debuts his Rover 214 with Maurice Ellison alongside him.

The first car will leave the Alston start at 19:01 for the 100 mile dash round the High Pennines, interspersed with a fuel halt at Henshaw Garage on the A69 near Bardon Mill, with the finish in the comfortable surroundings of the Miners Arms Inn in Nenthead where the usual post rally supper will be available.

THE HEXHAM HISTORIC & JOHN ROBSON RALLY

MARSHALS

DESPERATELY NEEDED !!!!!!!

We are desperately short of marshals to assist with the running of the above events on March 14th and this is an appeal to all members, associates and friends of Hexham & District Motor Club to pitch in and lend a hand to make the event work.

We have been fortunate in getting the events into several championships, the ANWCC and SD34 Series plus the new Premier Rally Championship which is creating quite a bit of interest. This has resulted in the club receiving sufficient entries to ensure the rally will run..... but it can't without sufficient marshals. Please, if you are available, offer your services, do it now and don't leave it to other folk. We need everyone's input to make this event a success and keep road rallying alive in the North. The rally runs on March 14th, it starts in Alston, finishes in Nenthead and runs mainly in the West Northumberland area. It starts at 7:00pm and will be finished by 11:00 at the latest.

If you can help, please mail, write phone or personally contact Ed Graham, contact details at the foot of this mail, and let's make the club's rally another huge success.

Ed graham

01661 833167

edgraham01@sky.com

5, West View Prudhoe NE42 6JQ.

Under 17 MC (NW)



ANWCC Awards Presentation



At the Hallmark Hotel, Manchester 140+ folk at the evening. Young and old from the

Under 17 Motor Club.

Members had lots of awards to pick up
as well as the club award.

WARRINGTON & DMC

Meet Every Tuesday

At "The Antrobus Arms"

on the A559, 8-30pm

between Warrington & Northwich.CW9 6JD.

Awards Night : 30th January



Malcolm Haigh : Sometimes one is just not enough



New sponsor for iconic Mull Rally

Labelled by motorsport aficionados as "the best rally in the world", this year's iconic three-day Mull Rally will have a new s...ponsor: Beatson's Building Supplies.

The new five-year deal ensures the longterm future of the event — which was the first all-Tarmac event to be held on closed-off public roads in the UK — and gives the three-day event on the Hebridean Island a major boost. This year's Beatson's Building Supplies Mull Rally will take place on Friday, October 9, through to Sunday, October 11. "We've always wanted to put more back into Scottish motorsport, and the opportunity to become title sponsor of the Mull Rally was one we couldn't ignore, Ross Marshall, director of Beatson's Building Supplies, said. Marshall, who previously raced in Legends at both National and Scottish level, contested last year's Mull Rally in his Ford Escort MkII, finishing 23rd in the 130-car field, which included entries from all over the world.

The entry list for the 2014 event, the 45th running of the Mull Rally, also included Ross's father, fellow company director John Marshall in his Escort. "Mull's such a fantastic place as an island, and the rally ensures it becomes a mecca for international rally drivers for one week every year. "To be directly associated with it as a company is a privilege, and we look forward to helping the Beatson's Building Supplies Mull Rally become even bigger and more successful in the coming years." Beatson's Building Supplies began life 1966, originally trading as Robert Beatson & Son (Builders) Limited, before being purchased by the Marshall family in 1984 when it took on its current identity. Now one of Scotland's largest building suppliers, it operates from its headquarters in Alloa, and includes four other major centres at Cumbernauld, Penicuik, Dunfermline and Stirling. It also operates a specialist roofing division which trades under the Skyline Roofing name. In addition, the company has a high profile at Knockhill, Scotland's national motorsport centre, where its name dominates the circuit on the famous bridge which straddles the Fife race track. As it increases its support of Scottish motorsport, Beatson's Building Supplies will also sponsor this year's inaugural Colin McRae Memorial Stages Rally which takes place at Knockhill on May 16/17. Today's commitment to the Mull Rally though has been welcomed by Iain Campbell, Clerk of the Course, and who is responsible for organising the event and ensuring safety is paramount. "It is great news that Beatson's Building Supplies has entered into a five-year agreement with The Guardians of Mull Rally," Campbell admitted. "This gives us the financial backing to secure the future of the event right through to the 50th anniversary rally in 2019. "But significant for us is the fact the support is coming from a motorsport family, as both John and Ross Marshall have competed regularly on the event. "And as a firm they are not only looking after some of the economic worries that come with running such an iconic event, but they want to engage fully with the community through their Bobby Beatsons mascot.

"The Mull Rally cannot run without the support of the local residents, and it is this kind of support from our sponsors that will help in maintaining that relationship."

The route for the 2015 — which is currently with Police Scotland for approval — is quite different from last year's, with more stage mileage but actually less special stages. However, the challenge of Mull still remains: two night legs, a daylight leg and more than 150 competitive miles in less than 30 hours.

WALLASEY MC



The Club Meets at
9-00pm

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

Stephen Turner Classic Touring Cars

Last season saw club member Stephen Turner competing his trusty Honda Civic in the Classic Touring Cars – Pre93 Championship.

The season saw Steve clock up numerous class wins, and last weekend he collected his trophies for Class E Winner, 3rd overall in the championship, and Most Improved Driver award.



Promenade Stages Rally 5th Sept

We can now announce we have set the date of the 5th Sept for the 2015 Promenade Stage Rally, and we can also confirm continued support from Accident Advice Solicitors Racing as the events main sponsor.

At present the event is due to run on the Saturday, though talks are ongoing if we will also run Friday night stages again – watch this space.

As always, we are annually looking for help with organizing the event – if you can help, please get in touch with the committee and we'll be glad to get more help on board.

Im sure WMC member Paul Evans will be out to defend his title in 2015, with his car currently undergoing a re-fresh over the winter.



Ian Harwood Quiz

The 2015 Ian Harwood quiz took place in January with the Knutsford & District Motor Club hosting the event. Wallasey put out 2 teams, finishing 5th and 6th, with Knutsford winning this years quiz.



2015 Nav Scatter Championship: Round 1

The first round of the 2015 Nav Run Championship is now 2 weeks away on Monday 2nd March. Starting from 254 814, you will need maps 108 and 117 (This is Wirral and N Cheshire, if you wanted to try a Nav Run, this is a nice local ice breaker!!). First route @ 19:30, first car @ 20:00. Results will be given out following the event at the usual club location in Port Sunlight.

Organiser - Stuart MacMaster - 07838181909



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

What's On at CDMC

Tuesday 3rd March Kev Haworth

Everything you ever wanted to know about Classic Rallying

Tuesday 10th March Committee Night

The second Tuesday of each month is Committee night.
Everybody Welcome

Tuesday 17th March Rally Round Up & 2014 Presentation Night

Tuesday 24th March Mar. Scatter Rally

Maps 103 & 104

Start & Finish :

White Lion

Riley St, Earby, BB18 6NX

Nr. Barnoldswick

103 / 909 466

Sign On 8:15

1st Car away 8:30

For Entry Ring Moz 07788-723721

Or email : sd34news@gmail.com

Tuesday 31st March Scalextric Night

Clitheroe & DMC

Membership Renewals
are now Due

Still Only £10

Application Forms available at
cdmconline.co.uk

Membership secretary :
Terry Martin

February 2015 Clubnights

Legend Fires NW Stages Forum Tuesday 17th February



Steve Lewis marshalled on the Saturday at Lytham Hall. Loads of Competitors mistook the 1st arrow (warning of coming junction) as the 'Gate' Arrows and wrong slotted. Lots of Damage caused to fencing!



Steve Butler did the North West Stages sat in with Steve Johnson in 'Barney' the mighty Purple Micra. (see pages 23 & 27). This was Steves 4th entry for the event. Finished all 4 despite Hazel Johnson hitting the Prom wall 2 years ago. Only 2 bits of damage this year. 1 : moved (not broke) the wing mirror when they caressed a barrel on Fleetwood Docks & 2, damaged a wheel rim on a pothole on the next to last Weeton stage Finished 44th and 1st in Class



Andrew Hargreaves could only manage to get to Fleetwood in time to see just 15 Cars



Steve Johnson piloted the Purple Micra with Steve Butler sat in the hot seat (See above) It was Steves 2nd NW Stages

Maurice Ellison & Paul Moon did Stage Arrival on Friday Night and Stage Start on the Saturday at Weeton See 'Grumpy Old Git' page 38 for a report on their tribulations

Scatter Rally : Tues 24th February



Is it starting to be a tradition on the CDMC Scatter Rallies that at least one of the crews gets pulled by the Police for a crime? Mark Johnson & Steve Butler got stopped by the boys in blue as suspects in a burglary which cost them 15 minutes. Mind you they do look dodgy, but that prevented them going for the last clue and handed first overall to Ayrton Harrison & Maurice Ellison in the Micra. Massive thanks to the Hargreaves 's for putting it on

Results

1st. Ayrton Harrison/Maurice Ellison 82 pts, 2nd Mark Johnson/Steve Butler 74 pts, =3rd Stev Brocklebank/Mat Kiziuk & Mat Broadbent/Oliver Bates 55 pts, 5th Paul Gray/Jez Turner 35 pts, 6th Peter & Jack Glenholme 27 pts



Jez Turner couldn't make it to the SD34MSG Presentation Evening on the 30th January (working : again !), so he was presented with his Award for the SD34 Marshals Championship by Heidi Woodcock at the CDMC Clubnight on February 3rd. He then won a cash prize the Marshals Draw at ANWCC on Monday 16th Feb (might put the money to extending the Trophy Cabinet!)

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.



MARSHALS & RADIO CREW Wanted

I hope this email finds you well.

Bit of a cheeky one, I am contacting you as one of the organising team for the **Manx National Rally**.

With the increasing popularity and size of both of these events we need to start to look off-island for assistance with marshalling, timekeeping and radio operators.

I appreciate this is last minute for the first event, the Chris Kelly Memorial Rally on the 31st January, but i wondered if you could circulate information around your members or contacts.

The event consists of 4 special stages ran twice, all stages within 20 minute drive from Douglas and the opportunity to assist on two different stages during the day this promises to be a great day out.

The rates are as follows:

£160 for car/van & 2 people

or £170 per person for car/van & 2 people with 3 nights accommodation.

**Travel can be booked via
Isle of Man Event Services
on +44 1624 664460 or email
info@iomevents.com.**

If anyone wishes to make the trip they can contact me with any queries and let me know they are coming. Now for the second event, the **Manx National**, which will take place on the **8th/9th May**. We are currently securing a similar deal for off-island officials. Could you put something in the newsletter for any person wishing to help out to pre-register interest by emailing me? I can then circulate info on the deal when i get it. I will also be at the Northwest Stages trying to drum up support for the national. We have a stall in the main hall all weekend. If you are there please let me know and we will have to have a catch up over a pint..or two!
Kind regards

**Seb Turner
Chief Marshal**

seb.turner@manxautosport.org



Gazzard Accounts Ltd

Registered Agent with
HM Revenue & Customs.

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- **CIS**
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Serving Motorsport for 45 Years

**www.geminicomunications.org.uk ,
Bill Wilmer 07973-830705,
w.wilmer@btinternet.com**

Lancashire A.C.



The Christmas Party : Whalley Golf Club

Peace on earth this year at the Christmas Party, as we didn't have the bagpipes! BUT we did have the youth choir from the Grand Theatre in Clitheroe, who sang songs and Christmas Carols, both old and new though the meal. How is it best to describe them, well BRILLIANT is probably the only word. It's great to see some young people doing this sort of thing, long may they continue. We all enjoyed a lovely seasonal meal, the full Turkey thing for the hungry members, a fish dish for the figure conscious, a couple of pints and back home.



Recollections of Colin Benett

27th November 2014 : Whalley Golf Club

To a packed house Colin Benett. A lad from 'Up North' gave a fascinating, entertaining and enlightening talk on his world of motorsport.

Having been in the business for over forty years, Colin had a wealth of tales to tell, starting from the day, when only a youngster, he saw some stock car racing. That gave him the bug to continue and he has never looked back since. A quote in Autosport said 'No man has a greater command of Anglo-Saxon than Benett'. Well we never heard any of it, his talk concentrated on the various aspects of motorsport that he has been involved with, including a long spell with Colin Chapman at Gold Leaf Team Lotus, where he got to know all the drivers of the day. Then into Indianapolis for the 500, where some rather sharp members of society crossed Colin's path. (Did he mean drug dealers?) And a certain Ricardo Londano, put him in Google. Then into Formula 3000 and Le Mans.

In recent years Colin and his expert team have concentrated on the restoration and preparation of Historic racing cars including the ex Ronnie Peterson March 761 and Lotus 72, oh and not forgetting Michael Schumacher's Benneton, the list is endless. Chris Lee provided a photo gallery for Colin to work from in the second period, and Colin kept on going, an excellent evening, with the Whalley Potato Pie during the interval.

Well done Colin, there is a lot more to tell

I am sure, I think an encore could be on the cards



EVENT DIARY 2015

**ST. GEORGE'S "DRIVE IT DAY" RALLY
SUN 26th APRIL
MITTON HALL HOTEL, WHALLEY**

**SAT 9th MAY
FELLSMAN CLASSIC
MITTON HALL**

**SUN 14th JUNE
THE 53rd ANNUAL
MANCHESTER TO BLACKPOOL CAR RUN**

**THE 23rd ANNUAL MORCAMBE TO
SCARBOROUGH COAST TO COAST
SAT 11th JULY**

2015 SD34MSG Under 18 Championship Registration Form

Name

Address

.....

.....

.....

Post Code e-mail

Tel No Home Mobile

SD34 Nominated Club (1 only)

Age on 1st January 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

SD34MSG Under 18 Championship Regulations

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

Scoring

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

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

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

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

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

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

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.

2015 SD34MSG Inter Club League

Division A

Club	Points	Div	O/A
Bolton-le-Moors CC	175	1	1
Clitheroe & DMC	168	2	2
U17MC-NW	114	3	3
Stockport061 MC	49	4	6
Garstang & Preston MC	29	5	9
Wigan & DMC	24	6	10
Warrington & DMC	21	7	11
Pendle & DMC	0	8	16

Division B

Club	Points	Div	O/A
Manx AS	61	1	5
Accrington MSC	47	2	8
High Moor MC	20	3	12
CSMA (NW)	15	4	14
Wallasey MC	5	5	15
Bury AC	0	6	16
Lancashire A.C.	0	5	15
Lightning MSC	0	6	16

Division C

Club	Points	Div	O/A
Blackpool South Shore MC	72	1	4
Knowl Dale MC	49	2	6
Hexham & DMC	0	4	16
Liverpool MC	0	4	16
Larne MC	0	4	16
2300	0	4	16
Motorsport NW Ltd	0	4	16
Mull CC			

Last Updated 25th Feb 2015

SD34MSG

2015 Championships

For the latest updates go to : www.sd34msg.org

Stage Rally Championship

O/A Driver Q pts Class Club

O/A Co-Driver Q pts Class Club

Road Rally Championship

O/A Driver pts Class Club Scores

O/A Navigator pts Class Club Scores

Individual Championship

O/A	Competitor	Q	pts	Club
1	Steve Johnson	Y	27	U17MC
2	Steve Butler	Y	13	CDMC
3	Steve Price	Y	12	BLMCC
4	Roger Barfield	Y	11	U17MC
5	Andy Williams	N	20	U17MC
6	Alexander Tait	N	19	U17MC
7	Stephen Kennell	N	18	CDMC
8	Steve Lewis	N	14	CDMC
9	Phil Clegg	N	10	BLMCC
9	Antony Dixon	N	10	CDMC
9	Gary Jakeman	N	10	HMMC
9	Terry Martin	N	10	CDMC
9	James Williams	N	10	U17MC
14	David Goodlad	N	9	BLMCC
14	Scott MacMahon	N	9	U17MC
14	Ryan Moyler	N	9	CDMC
17	Jason Crook	N	7	U17MC

Last updated 25th Feb 2015

Non Race/Rally Championship

O/A Competitor pts Club

U18 Championship

O/A	Competitor	pts	Club
1	Alexander Tait	19	U17MC
2	James Williams	10	U17MC
3	Scott MacMahon	9	U17MC
4	David Brown	0	KMC
5	Clara Pedley	0	CDMC
6	Grace Pedley	0	CDMC

Last Up Dated 25th February 2015

2015 SD34MSG

MARSHALS CHAMPIONSHIP

Last updated 25th February 2015

Airedale & Pennine MMC

Accrington MSC

Steve Smith 30 Tracey Smith 30
Total Club Marshalling Points : 60

Blackpool South Shore MC

Bolton-le-Moors MC

Alex Brown	30	Martin Beamish	20
Rob Clay	20	Steve Price	20
Andy Long	20	Ian Bruce	10
Jo Evers`	10	John North	10
James Sharples	10	Julie Sharples	10
Eric Wilcockson	10		

Total Club Marshalling Points : 170

Bury AC

Clitheroe & DMC

Maurice Ellison	20	Paul Moon	20
Alex Harpur	10	Mat Kiziuk	10
Steve Lewis	10	Jez Turner	10
Chris Woodcock	10	Heidi Woodcock	10

Total Club Marshalling Points : 100

CSMA (NW)

Garstang & Preston MC

Les Fragle	20	Jason Bleakley	20
David Nolan	20	Louise Baines	10
Graham Chesters	10	Kris Coombes	10
Margaret Duckworth	10	Ian Farnworth	10
Steve Kenyon	10	Peter Shuttleworth	10
Karen Whittam	10		

Total Club Marshalling Points : 140

High Moor MC

Garry Jakeman 10 Matthew Jakeman 10
Total Club Marshalling Points : 20

Hexham & DMC

Knowldale CC

Larne CC

Lightning MSC

Liverpool MC

Andy Fell	10	Phil Gough	10
Bill Gray	10	John Harden	10
David Hunt	10	Jon Hunt	10
Kevin Jessop	10	Geoff Maine	10
Paul Wilkinson	10		

Total Club Marshalling Points : 90

Lancashire A.C.

David Bell 20
Total Club Marshalling Points : 20

Manx AC

Mull CC

Motorsport NW Ltd.

Pendle & DMC

Les Eltringham	30	Alan Shaw	30
Peter Wright	10		

Total Club Marshalling Points : 70

Stockport 061

U17Club NW

Roger Barfield 10
Total Club Marshalling Points : 10

Wallasey MC

Warrington & DMC

Robert O'Brien	20	William O'Brien	20
----------------	----	-----------------	----

Total Club Marshalling Points : 40

Wigan MC

2300 MC

SD34 MSG 2015 Road Rally Championship Rounds

One over half to count (Best 8 Results)

Date	Club	Event	Venue / Notes
7 March	Malton MC	Ryemoor Trophy	Yorkshire
14 March	Hexham & DMC	John Robson	Start in Alston
25 April	Clitheroe & DMC	Primrose Trophy Rally	Maps 97, 98, 102, 103
9 May	Stockport061 MC	Altratech 061 Rally	Derbyshire
13 June	Garstang & Preston MC	Memorial Rally	Lancs & Yorkshire
4 July	Beverley & DMC	Beaver Rally	North Humberside
25 July	Morecambe CC	Morecambe Rally	Lancashire & Cumbria
22 Aug	Rhyl & DMC	Rali Gogledd	<i>Invited event - to be confirmed</i>
26 Sept	Clitheroe & DMC	Hayhurst Clitheronian	Lancs & Yorkshire
3 Oct	Sheffield & Hallamshire MC	Jackson Trophy	South Yorkshire
7 Nov	Matlock MC	DanSport	Derbyshire
21 Nov	Kirkby Lonsdale MC	Lonsdale Belt	Cumbria/Lancs/Yorkshire



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2015 SD34MSG AWARDS NIGHT

Friday 12th February 2016
Blackburn Rugby Club

(on the A6119 M/R 103 / 675 304)

More Details Nearer the Date

How about that for advance notice?

Put it in your diary now

No excuses for not being there !

IS THERE ?

SD34MSG Calendar for 2015

11-Apr	Autotest	Yes	Larne MC	Autotest 1	Larne
25-Apr	Sprint	Yes	Liverpool MC	Aintree Spring Sprint	Aintree
25/26-Apr	Road Rally	Yes	Clitheroe & Dist MC	Primrose Trophy Rally	Lancashire-Yorkshire
08+09-May	Stage Rally	Yes	Manx Auto Sport	Manx National Rally	Isle of Man
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 Services, M6 Jt 20
17-May	Autotest	Yes	CSMA/AMSC	CSMA/AMSC Autotest 1	Lymm Truckstop Services, M6 Jt 20
17-May	PCA	Yes	CSMA/AMSC	CSMA/AMSC PCA 1	Lymm Truckstop Services, 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
9-Jun	Autotest	No	Larne MC		Clubmans status - non championship
13-Jun	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 1	Barbon
13/14-Jun	Road Rally	Yes	Garstang & Preston MC	Memorial Road Rally	Lancashire-Yorkshire
21-Jun	Autosolo	Yes	CSMA/AMSC	CSMA/AMSC Autosolo 2	Lymm Truckstop Services, M6 Jt 20
21-Jun	Autotest	Yes	CSMA/AMSC	CSMA/AMSC Autotest 2	Lymm Truckstop Services, M6 Jt 20
21-Jun	PCA	Yes	CSMA/AMSC	CSMA/AMSC PCA 2	Lymm Truckstop Services, M6 Jt 20
21-Jun	Stage Rally	Yes	Warrington & Dist MC	Enville Stages Rally	Anglesey Circuit
26-Jun	Hillclimb	Yes	Larne MC	Cairncastle Hillclimb 1	Cairncastle
27-Jun	Hillclimb	Yes	Larne MC	Cairncastle Hillclimb 2	Cairncastle
27-Jun	Sprint	Yes	Liverpool MC	Jack Neal Memorial Sprint	Aintree
04/05-Jul	Road Rally	No	Beverley & Dist MC	Beaver Rally	North Humberside
4-Jul	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 2	Barbon
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	Blackburn Services, M65 Jt 4
19-Jul	Autotest	Yes	Under 17 MC NW	U17MC Autotest	Blackburn Services, M65 Jt 4
19-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA	Blackburn Services, M65 Jt 4
25/26-Jul	Road Rally	No	Morecamber CC	Morecambe Rally	Invited event - t.b.c.
1-Aug	Autotest	Yes	Larne MC	Autotest 2	Larne
2-Aug	Sprint	Yes	LAC	3 Sisters Sprint	3 Sisters, Wigan
16-Aug	Hillclimb	Yes	Pendle & Dist MC	August Hillclimb	Scammonden Dam, Huddersfield
22/23-Aug	Road Rally	No	Rhyl & District MC	Rali Gogledd	Invited event - t.b.c.
23-Aug	Autosolo	Yes	Under 17 MC NW	Summer Autosolo	Blackburn Services, M65 Jt 4
23-Aug	Autotest	Yes	Under 17 MC NW	Summer Autotest	Blackburn Services, M65 Jt 4
23-Aug	PCA	Yes	Under 17 MC NW	Summer PCA	Blackburn Services, M65 Jt 4

Continued on Page 18

SD34MSG Calendar for 2015

04+05-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Promenade
5-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree
12-Sep	Sprint	Yes	Larne MC	Sprint	Kirkiston Racing Circuit
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
3-Oct	Road Rally	Yes	Larne MC	Laharna Lanes Rally	Non championship round, see note *
03/04-Oct	Road Rally	No	Sheffield & Hallamshire 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
07/08-Nov	Road Rally	No	Matlock MC	Dansport Road Rally	Derbyshire
7-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park
21/22-Nov	Road Rally	No	Kirkby Lonsdale MC	Lonsdale Belt Rally	Cumbria
21-Nov	Stage Rally	Yes	Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs
6-Dec	Autosolo	Yes	Accrington MSC	Winter Autosolo	Blackburn Services, M65 Jt 4
6-Dec	Autotest	Yes	Accrington MSC	Winter Autotest	Blackburn Services, M65 Jt 4
6-Dec	PCA	Yes	Accrington MSC	Winter PCA	Blackburn Services, M65 Jt 4
Key					
Confirmed 2015 date		Date tbc		Changes 22/2/15	* This is not a true road rally so it is not in the championship
Championships					
Road Rally		Non Race/Rally = Autotests, Autosolos, PCA's, Sprints & Hill-climbs			
Stage Rally		Marshals = All events			
Junior Class = All events					
Interclub League = All League events					
Individual (All Rounders) = All League events					



RED KITE STAGES & Red Kite Historic Stages

The Red Kite.....Take 2

Post the Christmas break and thoughts started to turn towards the coming season and after 2014's relatively successful attempt at the RAC Historic championship Hopkins and Vart decided to spend even more money and do it all again, with the target of doing the season ending Roger Albert which would really stretch the purse strings – good job you are only 50 once Dave!! Hence the usual panic in south Wales as Dave decided to get the Sunbeam Ti (which was otherwise ready to go) up to Aldon Automotive to see if they could extract a bit more power but more importantly make it a bit less cammy at low revs.....cue slight problem when it wouldn't start on the rolling road...hence more money and time to resolve in the week leading up to the season starter.

Turning up in the weak winter Llandovery sunshine (!) it was clear that Aldon had done a good job as the car ticked over from cold off the trailer in a manner not experienced before so hopes were high that this could be a good start to the season..... A very cold night resulted in the crews being held for 30 minutes prior to being dispatched to Chrychan forest for the first stage. Now when we met a fire engine coming the other way on the uphill approach to the forest we realized the delay had been due to the rescue services rescuing all manner of spectators cars from the boondocks.....the frozen light snow covering had made the roads treacherous to say the least and all the crews did well to actually get to the first stage start ! Here we discovered the second stage had already been cancelled (the marshals' could not access the stage) so it was with some trepidation that we launched off the line.....and promptly did a full 360 on the second bend. To say the tracks were icy was an understatement.....the forest tyres had no grip at all so caution became the norm but that didn't prevent a further two spins although we were lucky that we didn't hit anything or drop off the road. A slow start but it was the same for everyone so we headed back for first service wondering how the organizers were going to cope with the conditions and inevitable early delays caused by cars off etc. Service was short but uneventful and we headed out to Caio where the weather had not been as severe and we enjoyed a trouble-free run on a stage that seemed to suit us. Buoyant as we arrived back at service the mood soon changed when as we were about to leave for the 3rd stage the engine seemed to spit back and go into a ECU limp kind of mode before Dave shouted out to get out of the car as we were on fire!. With the bonnet up I hadn't noticed the flames shooting up from the carb area but quick work with the service area fire extinguisher had the flames out and allowed a closer inspection of the damage. The carb foam filters were no more but apart from a bit of singed paintwork on the inner wing all seemed ok but the engine would still not run without extensive spitting back however with a quick tweak of the dizzy (which didn't seem loose at all tbh) normal running was resumed. We headed out to Crychan slightly late (but with no penalties as service out was chaotic with crews coming and going in a congested area!) and the organizer's had done a good job to shorten the 4th stage slightly as the marshals were now in situ so we completed the meat of the event with the only real problem being my intercom which was playing up again.....we now think it's the nexus connector that must have a break in it somewhere as it is ok sometimes.....when wiggled!

Continued on Page 20





The last stage was a re run of Caio and again we both really enjoyed this for those who have not seen this stage before it has a real flow to it and is probably one of the best we have done to date. Arriving back at Llandovery we felt pleased with the 51st place finish which considering a couple of the issues we had had and combined with the bigger entry than last year due to the amalgamation of the BHRC and RAC championships was reasonable.

Team mates Ian Beveridge and Paul Price in the attractive Volvo PV544 had made very good use of some narrow snow type pattern tyres, rumored to be Russian in origin and had absolutely annihilated all of the other Cat 1 crews to win handsomely with Ian's vast experience and smooth driving style being the other major factor (along with Paul's top notch calling obviously!). It will be interesting to see how they go in the new car... a more direct comparison with Hopkins/Vart so hope we are up for it Dave.....

As an aside it remains to be seen what will happen with the RAC championship with most crews opting for the BHRC which is clearly what the organizer's want.....this to me, whilst initially it is attracting more crews overall will result in less of the "clubman" type entries due to the cost of both forest and tarmac set ups. Time will tell but seems a shame to change a winning formula from last season.

Arrived back late on the Sunday evening and felt tired again...rallying seemed a lot easier when I was 19!

Tony Vart - CDMC



Perez battles against the Red Kite ice

Steve Perez and the 'Amigos Tequila Flavoured Beer' Lancia Stratos claimed third in class on the opening round of the Mintex MSA British Historic Rally Championship, the Red Kite Stages (Sunday 1 February). The first major rally of the 2015 season proved to be a massive challenge for everyone as ice and snow made the opening stages in Crychan forest incredibly slippery. One of the stages had to be cancelled as marshals could not get into the forest and the rally proved very demanding for Chesterfield-based Perez and co-driver Paul Spooner.

However, they battled to the finish and clinched third in class for cars running to FIA Appendix K regulations, only headed by rally winner Jason Pritchard (Ford Escort Mk2) and former BHRC champion Julian Reynolds (Fiat 131).

"Unfortunately we spun and got stuck on the first corner of the first stage and lost maybe 45 seconds," said Perez at the rally finish in Llandovery. "Our times then got better as the day progressed and the ice and snow cleared away, but we struggled to get the right tyres for the car in these conditions.

"It was a tough day to get through as the ice really doesn't suit the car because it just wants to swap ends all the time! It is very difficult to drive on ice and snow. It was much better later in the rally and we were getting onto the pace."

Once again, the Stratos ran reliably throughout the rally and Steve and the team will now look ahead to round two of the championship, the Mid Wales Stages on Sunday 1 March when, hopefully, the conditions will allow them to show the car's real pace.

Once again, the Stratos ran reliably throughout the rally and Steve and the team will now look ahead to round two of the championship, the Mid Wales Stages on Sunday 1 March when, hopefully, the conditions will allow them to show the car's real pace. Ian Beveridge/Paul Price and Philip Burton/Mal Capstick were the major winners on the opening round of the West Wales Rally Spares R.A.C. Rally Championship the Red Kite Stages

While Capstick and Burton marked their championship debut with victory in the Open Category in their Ford Escort Mk2, Beveridge and Price turned in a mighty performance to win Category 1 in their rare Volvo PV544. An inspired tyre choice for the opening snow and ice-bound stage in Crychan set Beveridge on course for victory.

The Red Kite was a great start to the new R.A.C. Championship season and the hard work and professionalism of the organising team at Amman and DMC was rewarded with a fine day's sport. Great credit is due to all the marshals and officials out on the stages for keeping the event running smoothly in challenging conditions.

Category winners were:

Category 1: Ian Beveridge/Paul Price (Volvo PV544)

Category 2: Stuart Cariss/Linda Cariss (Ford Escort Mk1)

Category 3: Grahame Standen/Jane Edgington (Ford Escort Mk2)

Category O: Philip Burton/Mal Capstick (Ford Escort Mk2)

After several years watching or marshalling on the North West Stages, the chance arrived to actually do it and with some generous backing from Cumbria Mechanical, AW Jenkinson Forest Products and J & A Dayson Haulage, Ian Rooke and myself found ourselves in sunny Blackpool on Friday February 6th. My car, a Peugeot 106, had been straightened after our short-lived Mull Rally experience and mechanics Ian Tallentire, AKA Tally, and Chris 'Skeet' Stewart had been burning the midnight oil for several weeks to get her ready for battle again. A big thank you chaps!

There had been a few issues that needed straightening out such as the car's desire to drag you all over the road while accelerating – not very nice! - and the problem was finally solved when the diff casing was removed.

Basically the diff had been built up incorrectly by whoever had owned the gearbox before myself. Three shims on one side, one on the other, and all the power going through one driveshaft! Tally and Skeet now have taking out and putting the gearbox back in down to a fine art!

Problem solved and Ian was much happier with the car and relishing giving it a go now that the gremlins had been dealt with. Friday night was to comprise of five stages: two blasts around Weeton Army Camp in the dark, one test at Trax in Preston and then two runs through a short stage along the Prom at Blackpool. Our start time came up and we set off from the ceremonial start at the Norbreck Castle Hotel, arriving at Weeton to find Spotlight Bulletin editor Mozza on the stage arrival control. Next up we met 'Kung Fu Panda' Ian Farnworth and then on the stage start line Terry 'The Wig' May was filling in the time card, accompanied by Kris Coombes and Louis Baines, along with other members of the newly-formed Preston Motorsport Club including Grant Smith, who had worked tirelessly all day with GPMC stalwarts Dave Nolan and Jason Bleakley to set the stage out. Well done guys. Very much appreciated by all the competitors.

Now I had never been round Weeton before and I had heard many stories that it was rough and slippery and full of potholes. Yes, there were some places where in my opinion it was mildly rough but to be honest, if this is rough, the stage rally boys haven't been down some of the whites we use on road rallies. They ARE properly rough, especially in Derbyshire.

So, first time around Weeton went without any dramas. Second time around, off we went again, Ian driving well, catching and passing a couple of cars, then suddenly the handling went to pot. We stopped, spending several minutes in the stage with the bonnet up, Ian poring over the engine bay trying to see if he could suss out what was wrong.

No joy so back in the car he got and we drove around the stage to record our time and limp out, where we were met by Tally and Skeet. Ian thought it was a ball joint on a bottom arm that was causing the problem. A couple of minutes were spent looking at the problem and then we had to get off to Trax. The car wouldn't handle at all in rally mode so we just pootled round, dropping a couple of minutes in the process.

Once out of the stage Tally and Skeet met us again and tightened the steering up and the car felt much better. We had the two Prom stages to do before the car went into parc ferme and the mechanics were not allowed to touch the car until the morning.

We pootled through the two prom stages because the car was still very nervous under acceleration and that was that, off to parc ferme for the evening. Consequently we were running at the back of the field because of all of our problems so we did not restart until 10:40am on the Saturday.



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Legend Fires North West Stages Rally

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On my way home on the Friday night I nipped over to Louis Baines' unit near Whitestake and picked up a spare steering rack as we felt the problems might have had something to do with this. So thanks Louis for getting out of bed and meeting me at 12:15 at night. That's a proper act of friendship and deserves a mention here.

Next morning I was at Dodgson's Motorspares in Preston at 8.30am and picked up another steering rack, just in case. Next it was a case of getting back over to Blackpool to meet the gang who had stayed in the resort on Friday night. Skeet and Ian had collected the car and brought it to the service area where they had 55 minutes to work on her before we were due to recommence the rally.

Closer inspection revealed that the problem had been caused by a pinch bolt, securing the driver's side front suspension leg to the hub, which had worked slightly loose. Once sorted, the car felt totally back to normal and we set off from the out control to tackle Lytham Hall twice. On our first run through, Ian drove the car well and she seemed back to her potent best. On his second attempt Ian shaved another eight seconds off our previous time. We were now back in the groove and hoping for a trouble-free run. Ha-ha, no such luck!!

We moved on to Weeton for the first of two stages there and this was a 5.6 mile layout. The car was handling well, all the power seemed to be there and Ian was enjoying himself, catching several cars and taking time out of other competitors well. We crossed the flying finish with no dramas and rolled into the finish control proper to have the time recorded on the time card. That bit done, Ian engaged first gear, dropped the clutch then discovered we had no drive at all.

With the car pushed out of the stage we discovered a pool of gearbox oil, saw the bellhousing had a hole in it, and it was a case of rally over.

Tally and Skeet were soon on the scene and the car was towed back to the Prom service area at Blackpool. On removal of the gearbox, the lads checked the diff and discovered that two cross pins connected to the planet gears had snapped, sending a piece of shrapnel out through the casing and the bellhousing. We were lucky that none of the gears had been damaged. It must have happened at the very end of the stage so in one respect we had got off lightly in terms of potential damage caused. And that's basically the report of our rally. We managed 17 angry stage miles in all when the car was behaving properly, so after a mile on Mull when the car wasn't behaving at all, you could describe it as a form of progress.

The car is now having a rest and awaiting the gearbox going back in. I have had the diff away and replaced by a new bomb-proof version, so we will be back. Quite when and where, I don't know yet.

But that's rallying. You win some, you lose some, but having fun is the main thing and we certainly had some fun.

Once again thanks to Cumbria Mechanical director John White and manager Mark Reynolds, who travelled down from Carlisle to see what the rally was about and to lend us some moral support. Thanks guys, your sponsorship was very much appreciated and we hope to be able to repay you in a better, more successful way sometime in the future.

Alan Barnes : Preston Motorsport Club

**Photos : Neil Johnson
Lancashire Telegraph**



Old Farts Rallying Goes to the Seaside

or

**The Legend Fires North West Stages
with Steve Johnson and Steve Butler**



My first attempt at the North West Stages was four years ago when myself and the good Mr Johnson managed to secure first in class. Back again after two years of pointing his youngest daughter in (mostly) the right direction around the stages and highways of the Fylde coast, Steve fancied having another go whilst Hazel was busy forging a career in teaching. There was only one other car in the F1000 class, so a 50/50 chance of repeating the class win if we both finish. That said, just finishing the NWS is a good result. It doesn't look it on paper, but it's a tough old ral-

ly, this one. Takes no prisoners.

Bucket and spade packed, it was off to Blackpool on the Friday afternoon for scrutineering at the Norbreck. As usual I was driving the rally car there (and hopefully back) and had the pleasure of following one Dave Barratt, half of our service and management crew, who's got himself a new sat nav with a Honda Civic attached to it. Now the Civic's a fine car, but the sat nav took us through parts of Blackpool I never knew existed. Still, we got a nice drive through the town centre, which I haven't seen for a while. Where did all the traffic lights go?

Arriving with plenty of time before our scrutineering slot, we parked up and checked into the Norbreck, a fine hotel if you like 1950s decor and noisy plumbing. It's a perfect place for a rally HQ, but quite why anyone would go there for any other reason, I'm not sure. But they do, in their hundreds.

Scrutineered and signed-on, there was time for a quick shuft through the road book to see what we were up to for the weekend and then join the queue at the ceremonial start. After a little confusion with the start time (there had been a delay) we were off. Now I could relax a bit. It does help when your driver spent several years based in Blackpool with the fire service and you can say to him "Weeton first, you know where you're going". That was about the limit of my navigating on the road sections.

An uneventful couple of stages in the dark and then it was off to Trax. Steve loved Trax. Mostly because he overtook two cars. One of them because the poor driver in front was promptly blinded by our lamps in his mirror and pulled over to let his retinas recover. Sorry.

At this point I should say that overtaking anything in Barney the Purple Micra (yes, all the Johnson's cars have names.) is an achievement. Virtually completely standard car, 998cc, and back to the good old days of F1000 with the Falken road tyres. Nothing done to lighten it either, which is probably a mistake given the combined 30+ stone of the occupants.

After Trax it was back to the seaside for a couple of blasts up the prom and then back to the hotel in time for a late supper. A fairly uneventful evening's motorsport, which is no bad thing, really. And one way or another we had climbed from 97th to 77th. Good Start.

One of the things I look forward to with the NWS is that fact that just about everybody involved in rallying in the North West is there. Everywhere you turn at rally HQ there's someone you know or haven't seen since the last NWS. And anyone who's not competing or officiating in some way is out on the stages marshalling. This year was no exception. The social side of this event is just superb and is as good a reason as any to get involved.

After a restful night's sleep and a hearty, all you can manage, breakfast, first stop was to get some fuel and then off to service, where there was really nothing to do. Check the tyre pressures, that was about it. On the way to service we did our good deed for the event. Driving down the prom we came across another rally car with the driver leaping out of the car clutching a tow rope. Without missing a beat, Steve pulled in front of the car, the tow rope was snapped on to the towing eye, driver jumps back in and off we went. An magnanimous act which might have been completely undone if a tram had been coming, since Steve stopped short after turning off the prom, leaving the car behind stranded on the tram lines! Oops. One way of getting rid of the competition!

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The first two stages of the day were at Lytham Hall, a cracking stage through the grounds with a good mix of slippery and slipperier surfaces. It also gave me the opportunity to work off some of that breakfast. The road timing to the stage from Blackpool was a bit tight and there was a long queue at stage arrival, so yours truly had to leap out of the car and run half a mile (okay, maybe not that far) to get a time. Keeps you fit, this rallying lark.



Co-drivers were getting no sympathy from the marshals who seemed to think it was great fun having a procession of out of condition old biffers like me trying to splutter out what time they wanted in-between heart attacks. Back to Weeton next and it was going to be a long, cold day for the poor marshals out there and at Lytham. Thanks chaps and chapesses. I must say that I was impressed by the number of marshals who were out over the weekend, which was great to see.

Fleetwood docks and prom stages were next before service, and still no work to be done. All seemed to be going to plan. During service we got to watch the prom stage, which essentially ran from beyond the service exit back along the promenade below the service area. We were above a long straight with a couple of chicanes, which looked like they could be taken flat if you had the cojones. And a spare set of door mirrors. My favourite bits of the stage, and I suspect Steve's, were the hairpins. Being an autotester, Mr J does like his handbrake turns. And he's quite handy with the hydraulic version. Great fun.

Back to Weeton followed by Fleetwood docks and prom again. We spent rather too much time in traffic between stages and by the time we got to Fleetwood I reckoned we were about an hour behind schedule. Confident that the organisers would resolve any road timing issues, we trundled on. Fleetwood docks proved to be a troublesome stage for our service management team (Dave and Mick). After clobbering a barrel the door mirror on my side was knocked in and I couldn't reach it whilst strapped in. This meant we had to stop between stages for the major repair work of pushing the mirror back out. Nightmare. Still, we managed to fix it. Phew.

Back to service for the final time, which should have been followed by the final two Blackpool prom stages in the dark. These had been cancelled due to an unfortunate incident involving one of the earlier cars. As I write this I don't know how the crew are, but wish them a full and speedy recovery.

We therefore went straight from service to slide around Lytham Hall in the dark and then on to the final two stages at Weeton. As the day went on, the number of cars parked up around the stages was growing and the event was living up to its reputations as a bit of a tough one to finish. We were periodically being handed latest positions and our only other competition in the class seemed to disappear from the results. All we had to do was finish to win the class. This is where Weeton had a bite at us. In the dark, despite having a full set of spots, the potholes at Weeton are hard to pick out. And we found one the hard way. One bent rim and some loosened teeth. I'm surprised we didn't do any more serious damage or get a puncture. We really felt it.

One more run through Weeton, giving the pothole a wide birth and then back to the Norbreck and we'd finished another North West Stages. We arrived back to confirmation that the other 998 Micra had retired and, being at the back of the field, drove into a viturally deserted Norcalympia to collect our sparkling wine as class winners, ending up 44th overall out of 56 finishers from 106 starters. Like I said, a tough event.

The end of a thoroughly enjoyable event which put a silly grin on my face for most of the stages. Thanks to Steve for a most entertaining drive in the little Micra. You don't need more than 50bhp to have loads of fun. I think Steve enjoyed himself as well. For those of you who know him, try to imagine a hyper-active version. A scary thought! And finally the thank you's. Thanks to Dave and Mick for following us round and, well, not having to do much, really. Thanks to the organisers for putting on yet another superb event. A monumental effort must go into this and it's a testament to the organisers that it fills up in no time. And of course thanks to all the marshals who come out in their droves to make the event possible.

See you next year.

Steve Butler (Clitheroe & DMC), from the silly seat of car 97.

North West Stages Hat-Trick For Bird

Cumbrian driver Paul Bird made it three wins in as many years when he emphatically defended his Legend Fires North West Stages Rally crown, taking the victory by over two minutes and adding to his 2013 and 2014 victories on the Blackpool-based event.

With cool but dry conditions for the opening loop on Friday night, Bird made a wrong tyre choice and had to give second best to the Subaru of Simon Bowen on the opening couple of stages around Weeton Camp before hitting the front on the opening run down Blackpool promenade where he was to remain for the remainder of the event.

Along with Newcastle co driver Andrew Roughead, the Frank Bird Poultry, Fuchs Titan Race and Mac Tools-backed Dom Buckley-prepared Ford Focus WRC07 pair held a slender nine second advantage overnight but following the opening loop on Saturday morning, the advantage was immediately increased to 35 seconds.

However, a poor run through the couple of Docks tests, one of which saw him gain a stage maximum, saw the lead slashed to just six seconds but with five fastest times in the next seven stages; the former ANCRO National Champion had his lead up to over a minute going into the final loop of stages.

From there, the British Superbike team boss continued to build his lead, winning all six of the final stages to arrive back at the finish ramp two minutes and 16 seconds ahead of runner-up Tony Bardy in his Nissan. Although he couldn't quite match the dominance of his 2014 victory, he added another 17 stage wins from this year to 18 of last year proving him to be the man to beat on one of the toughest multi-venue asphalt rallies in the country.

Paul Bird: *"That was hard work but to come away with a third win on the trot is fantastic and I'm pleased with how I drove. It was forecast below freezing on Friday night so we went with ice tyres on the opening stages which proved to be a wrong choice as I should have been on inters. Saturday was fine, it was a bit of a stop and start day and I made it hard work for myself when I wrong slotted on SS10 and lost a big chunk of my lead, but I hold my hands up to that. From there, I knew we had the pace to win the event so it was a case of being fast but careful. I'm feeling confident after today so will do a test in mid week before next weekend's Wydean Rally. It's about time I won one of these championships as I'm fed up of being the bridesmaid!"*

Having finished runner-up in the 2013 MSA Asphalt Rally Championship and also runner-up in the 2014 REIS BTRDA Rally Series, Bird plans to go one better as he contests the opening round of the 2015 BTRDA Rally Series which kicks off with the Weir Engineering Wydean Forest Rally. [Results](#)



Legendfires
Quality Style Choice



Photos courtesy of
James Ward and Marcus Andrews
www.chicanemedia.co.uk



Mark was passing by the bar on the way home from work when he sees his good friend Tom gulping down one shot after another. Fearing the worst, Mark charged into the bar and confronted Tom. "Tom what's going on?" Mark asked. "It's my wife Beckie," Tom replied. "She ran off with my best friend!" "Hey wait a second! Said Mark "Aren't I your best friend?" "Not any more," Tom said with a happy smile. "He is



1 Paul Bird/Andrew Roughead	1 hr 29min 58sec
2 Tony Bardy/Neil Colman	+ 2min 16sec
3 Nigel Feeney/Phil Sandham	+ 3:25
4 Jim McDowall/Jamie McDowall	+ 5:13
5 Jack Darbyshire/Matthew Kendall	+ 5:22
6 John Rintoul/Ross Hynd	+ 5:24
7 David Longfellow/Vaughan Graham	+ 5:40
8 Adrian Atkinson/Dave Riley	+ 6:15
9 Andrew Varley/Paul Wild	+ 6:17
10 Bob Grant/Vicky Grant	+ 8:01



Legend Fires North West Stages

Wednesday evening we were border line pulling out due too car trouble (Anne McCormack will back this up as I phoned her too way up my options) due too excessive detonation that lead too retirement on the Christmas stages meant the engine had to be rebuilt before THE Legend Fires North West Stages

The engine was back in the week before and sent for mapping too support the switch from race fuel too pump fuel too keep the cost down. All was ok then a drive shaft let go whilst road testing on the Wednesday, this was replaced by a spare standard shaft as we couldn't get hold of another KGP one which was risky anyway but we thought it's worth a shot! Then the alternator packed up which was replaced on the Friday morning, so we was all very sceptical about getting too the end of the event, let alone finishing in a good position!

My aim was to finish like the previous year in the escort!

All went well Friday evening and I felt a lot more comfortable in the dark towards the later in the evening. This is only my second season ever rallying and second time in the dark, as it is for my navigator Matthew Kendal so we are a little rusty on the road times as well etc. but luckily it all went smoothly!

Same again for Saturday apart from I hit the stages with a little more aggression than Friday as I felt a lot more confident in the car and the excellent part worn tyres we purchased off slicks resulting in a few top three fastest stage times which I was made up with! No real mistakes was made apart from a minor spin on weeton 6 or 7 I think it was! All in all we had a great weekend and very happy with our result especially with our crew of three people! Me (driver and service) Matthew Kendall (the navigator) and my dad (the man who funds it all and the chase car driver).

Can't wait to come back and do it all again next year! Hopefully without all the last minute nightmares we had this year.

Jack Darbyshire : Garstang & Preston MC
5th O/A : 2nd in Class



Barney

the Purple Mighty Micra 2015

As an 18 year old car that has been used for the last 5 years in motorsport many people would not look twice at me. Still I have had 3 different stage rally drivers in 2014 and many others on AutoSOLO events. The 2015 seasons started with the Knutsford and DMC Demon Tweeks event on the 18th January. A fine but icy day meant that several loads of salt were needed to bring all the car park into use. A first in class was the result of the day's action.

On the 25th January it was the Bolton Le Moors CC event at Makro Irlam. A field of 16 northwest AutoSOLO drivers managed 16 tests and Barney yet again had a great results finishing 1st overall by just 3.1 seconds from Andy Williams also in a Mighty Micra. (We Micras have to stick together!) These two events were to ensure that I was in first class condition for the MOT and my soon to come outing on the North West Stages.

7th/8th February 2015

The North West Stage (car 97) started about 20:10 on Friday night, with a trip to Tracks Preston. Great to pass two cars on this stage; with 998cc I do not often get the chance to overtake other cars! This allowed me to restart at 77 on the road on Saturday. First thing was a trip to the fuel station and a full 8 gallons to keep me fed for the day was taken on board. After fuel on the way to service car 88 had stopped and was in need of help. As the mighty Micra, I am always happy to help, and duly towed car 88 into service.

Saturday was just like a big multi venue AutoSOLO around the Fylde coast Oh what fun we had, Lytham Hall was a slippery place, Weeton with all the mileage, Fleetwood – Docks great layout and promenade with the spectators. I just tried to not hit things but my door mirror needed putting back out after Docks 3!

Blackpool promenade was another fun stage whilst I was not the fastest by a long way; my handbrake did help me on the hairpins! Thankfully the Wolfs open the chicanes out for me! But. I hope the crew that hit the wall, are OK from that stage.

The finish was just after 8pm, 44th overall and 1st in class from 110 starters.

My next event was 14th Feb. 3 drivers on the Under 17 Motor Club PCA. I finished 1st 3rd and 4th out of 15 starters! Jack Hartley did very well driving me for the first

time. He was 2 seconds faster than Hazel Johnson one of my regular drivers.

Sunday 15th Feb was the Accrington MSC Autotest at the M65 Blackburn services. I was in the road car class and finished 1st and 2nd in class with Steve and Hazel Driving me, good little results beating the 2014 ANWCC Autotest champion as well.

This makes 8 finishes in 5 weeks with 5 awards.

What have you done in motorsport?

Thanks to all the marshals and event organisers that work so hard to allow me to play out.

Yours,

Barney the Purple Mighty Micra



Memories

are made of this

*Photos : Neil Johnson
Lancashire Telegraph*



Dave Whitfield 1993



Jason McTear



Michael Hanson : Skoda 1981



**John Morton / Phil Sandham
1990 Lombard RAC Rally**



John Wadsworth : Chorley 1991



Neil Calvert : 1981 RAC : Sutton Park



Bird Wins Wyedean In Style

Cumbrian rally driver Paul Bird got his 2015 BTR-DA Rally Championship campaign underway in the best possible fashion by taking a comprehensive victory in the Forest of Dean on today's Weir Engineering Wyedean Forest Rally.

Fresh from victory on the Legend Fires North West Stages Rally, the 2005 ANCRO National Champion was back in action in the woods for the first time in three months and competing for only the third time on the Chepstow based event whereby the previous two visits heralded runner-up spot on both occasions.

Along with Welsh co driver Aled Davies in the Frank Bird Poultry, Fuchs Titan Race, Hager and Mac Tools-backed Ford Focus WRC07, the pair were on the pace from the off with Paul keen to make up for missing out on the 2014 title by the narrowest of margins.

Despite the quality entry, the British Superbike team boss upped his pace through the opening loop to arrive at half distance with a 21 second lead. Bird continued his relentless charge without any problems and after five stage wins and three second fastest times, arrived at the finish 34 seconds to the good over Scottish rivals David Weston and Kirsty Riddick in their Subaru WRC.

As well as taking maximum points in the 2015 BTRDA Series opener, it was Bird's third successive rally victory to add to the Legend Fires North West Stages and Coppermines Grizedale Stages Rally. It also meant in the last seven rallies he has contested, he has won five and finished on the podium on the other two occasions.

It also means that the driver from Langwathby goes into his local event next month brimful of confidence as he looks to add another good points haul when he contests the Malcolm Wilson Rally on March 7th. Having won the event for a record-equalling fourth time last year, Bird will be looking to create history by becoming the first man in history to win the Cockermouth-based event five times in his native Lake District.

Paul Bird: *"That's the perfect way to get our championship bid underway and I'm especially pleased with how I drove today. The stages are always fast and tricky but I felt sharp and knew it was a case of managing the lead. Everything was faultless today and there was such a strong entry, I knew it wasn't going to be easy but it's good to keep the winning run going and after finishing second twice on this event, it's great to get the win. The crowds were phenomenal and it was like driving on a world championship event but maximum points were what we came for and I'm hoping we can repeat the result on the Malcolm Wilson Rally."*

Results

1	Paul Bird/Aled Davies	Ford Focus 07 WRC	42m 25s
2	David Weston/Kirsty Riddick	Subaru Impreza WRC	+ 34s
3	Hugh Hunter/Andy Marchbank	Subaru Impreza S11	+ 43
4	Charles Payne/Carl Williamson	Ford Escort Fiesta ST	+1:06
5	Nik Elsmore/Matt Edwards	Mitsubishi EVO	+1:36
6	Damian Cole/Jack Morton	Ford Focus WRC	+1:49
7	Stephen Petch/Ian Windress	Ford Fiesta R5+	+2:01
8	Peter Taylor/Andrew Roughead	Ford Fiesta S2400	+2:12
9	Bob Ceen/Andy Bull	Subaru Impreza WRC	+2:29
10	Russ Thompson/Andy Murphy	Mitsubishi EVO 9 N4	+2:36



Junior Rally License

There are two parts to getting a license:

Auto solo tests:

To get a Motorsport Junior Rally driving license I have had to attend three auto solo tests at the M65 Blackburn services and use three different cars. The auto solo's are forward only – no reversing!

I've had some great days out competing at these events. At the start of each event, we were told that it didn't matter about the fastest time, just get around the course without crashing. Once you're in the car with someone sat next to you(juniors have to have a responsible adult in with them) telling you to put your foot down, it's a bit hard to go slow.

When we arrived at each auto solo test, we signed on and were given packs. These packs included diagrams of the course, time cards, an entry list and vouchers for McDonalds across the car park.

Firstly, everyone was given different jobs to do setting up. When we weren't driving we were either watching, marshaling or helping out time-keeping while other drivers completed their 8 timed runs. I completed all of my driving by around 2 o'clock, lunch time! We had an hour for lunch (in MD's) and then afterwards, some people completed their timed runs and others went out for some extra time in the car.

I left the last PCA at around 5 o'clock when it had more or less finished after managing to shorten my times and come 3rd overall. The auto solo tests are run throughout the year by Steve Johnson(under 17's Motor Club) and are good for practicing going through tight places without hitting any cones.

BARS Test:

To get a license I also had to pass a BARS test – everybody who wants an MSA Rally Driving license has to take this test. Firstly I had to buy a starter pack from the MSA(this includes the cost of your first years license) and then I went to take the test on the 18th February 2015 at Chris Birkbecks Rally School on the East coast above Whitby. I completed a combined BARS test and a Formula 1000 entry test. The test consisted of a theory test, driving test and I also had to change a wheel. I completed a few practice laps of the track so I knew where I was supposed to go and then I did three timed laps that had to be under a certain time. The theory test had questions about what you should do in certain situations and lots of questions were based around the regulations and signage.

With all the necessary paperwork signed and completed I have applied to the MSA for my license and hopefully it will be in time for me to compete on my first rally - Roskirk Stages,Wigan.



Jack Hartley
Mini Sport Junior Rally Team

A man sucking a battery, and a man chewing on a fire-work got arrested by police yesterday.
One was charged, and the other got let off.

I refused to believe my road worker father was stealing from his job, but when I got home, all the signs were there.

Did you hear about the pizza delivery man who was found dead in his car covered in olives, peppers and ground beef.
The police think he topped himself.

Last night my wife sent me a text, saying she was in Casualty. When I got home I watched all 50 minutes of it, never saw her once, the lying sod.
She still hasn't come home yet. And I'm starving.

You can determine the sex of an ant by dropping it in a bowl of water.if it sinks...girl ant. if it floats ...boy ant

My friend Kim is on every single dating website. She refers to them all as the "husband directory" but behind her back we call it the Screwfix catalogue

I'm very good friends with 25 letters of the alphabet.
I don't know why.

My wife told me: "Sex is better on holiday."
That wasn't a very nice postcard to receive.

My grandmother covered my grandfather's back in lard.
After that he went downhill quickly

I thought Benefits Street was a budget box of chocolates that you could buy at Lidl.

My friend got a personal trainer a year before his wedding.
I thought: 'Bloody hell. How long's the aisle going to be?

My father was a magician.
Well, not a magician, he just disappeared a lot when we were younger.

Have you heard the saying, "she's been around the block."
Well my ex was like a Sat-Nav.



(01524) 844877

Jack Neal Memorial Rally

Blyton Park



For the Jack Neal Memorial Rally at Blyton, Matty Daniels was stepping in on the silly seat as my usual navigator Neil McDonald was unable to attend. My aim for the day was to finish the event and get some confidence back after severely shortening the Mk2 at Outen Park at the Neil Howard Memorial last year. On top of that other than driving on to the trailer the car had not turned a wheel since coming back from the jig!

So off we went into stage 1 and I drove like I had my handbag with me but we got round although the freshly rebuilt gear box was proving difficult already.

Approaching the stage start on SS2 and the rear brakes were stuck on, so after reversing the full length of the paddock to the van, we let the pressure out of the rears and all was well but it meant I had no handbrake or as I like to call it 'the wand' for the day which was going to hurt!

Half way round SS2 an odd noise appeared under cornering that was unnerving but in service we could not find the cause of it, the gearbox was useless as well, going up the box was fine but down was a struggle not giving confidence under braking you were going to get a gear.

SS3 was pretty much the same with the noise getting worse but again we could not find anything wrong with the car.

When we pulled up to the line on SS4 it was obvious there was a big problem, as I was trying to engage the clutch the car was shaking very badly but as we were counting down to go not much we could do..... half way round the gearstick came out in my hand! So opened up the gaiter to have a look and the gearbox was not where it should be! We managed to get it in 3rd and limp out of the stage but by this point the clutch would not dip as the gearbox had come away from the engine!!!

Back in service it became obvious that the impact at Neil Howard had ruined the gearbox mount when it pushed the engine back, and with the vibration from this every bolt had come out of the box, the gearbox had literally fell off! Frantic 45 mins in service and the lads (legends) managed to get everything bolted back up even though there was nothing we could do with the gearbox mount we decided to go out and give it a go anyway. Of we went and we had a reasonable run once we started pushing again, although by this point any chance of a decent finish was gone so it was time for some fun. SS 6 and my freshly rebuilt (by manufacturer no less) gearbox spat out 4th gear making getting 3rd from 5th in a dog box hard work and doing my best not to over rev the new engine on downshifts. The gearbox needed tightening after ever stage, the rack almost fell off after stage 8 and by the end of the rally the knocks and clunks coming from the old girl were best not to be thought of. After all this a finish was well appreciated. I can't thank the lads enough who got me back playing after last year's crash and on the day for keeping the old girl going and to my long suffering family for coming to watch. Few more late nights to try and get her ready for Anglesey in March are on the cards...

Tim Whiting : Knowldale CC



Tim Whiting / Matty Daniels



David & Alice Tinn



Photos Courtesy of Andrew Davies.

2015 Snowman Rally Saturday 21st October

Jock Armstrong and Paula Swinscoe drew first blood in the 2015 Scottish Rally Championship when they won the first round, the Inverness-based Snowman Rally.

Castle Douglas driver Jock Armstrong and his co-driver, Paula Swinscoe from Withnell in Lancashire, were using the newly re-shelled Subaru Impreza that had been built by TEG Sport over the winter break, and so, even though the car was not radically different to the previous car, there were still a few changes to become accustomed to.

Stage 1, Meall Mor, was snow-covered and very slippery, but the crew managed to get through safely and to put in a time that was quicker than their nearest rivals, but as more cars traversed the stage the grip levels improved to the extent that two other teams managed to beat the Subaru.

Stage 2, Millbuie, was also very slippery, but Jock and Paula managed a 2nd fastest time, just 4 seconds slower than David Bogie's Fiesta R5+. Going into service at Dingwall, they were joint second overall, and only 15 seconds off the lead.

There was very little needing to be done in service, as the car was running beautifully, so it was just a quick tyre swap and some fuel, and they were off again.

Stage 3, Strath Rory, was the longest stage of the event at 13.68 miles, and a superb time allowed the crew to take the lead of the rally by 6 seconds over a hard charging Mike Faulkner.

They continued into Stage 4, Scotsburn, where they managed to increase their lead to 8 seconds.

The final stage, Raven Rock, was another long stage at 10.63 miles, and Jock and Paula knew that they needed to "pull out all the stops" in order to retain the rally lead, and they managed to achieve this in style by taking the fastest stage time by 7 seconds from their nearest rival Bruce McCombie, with Mike Faulkner a further 14 seconds down in 3rd.



OVERALL CLASSIFICATION								
Pos	No.	Driver Vehicle	Cls	Cls Pos	Total Stage Time	Pen	Total Time	Diff Fastest (Prev)
1	<u>3</u>	<u>J. ARMSTRONG</u> SUBARU	12	1	43:59		43:59	*** (**)**
2	<u>11</u>	<u>B. MCCOMBIE</u> MITSUBISHI	12	2	44:15		44:15	+0:16 (+0:16)
3	<u>2</u>	<u>M. FAULKNER</u> MITSUBISHI	11	1	44:28		44:28	+0:29 (+0:13)
4	<u>7</u>	<u>D. MACDONALD</u> MITSUBISHI	12	3	44:51		44:51	+0:52 (+0:23)
5	<u>6</u>	<u>B. GROUNDWATER</u> MITSUBISHI	12	4	45:06		45:06	+1:07 (+0:15)

The next round of the championship is the Border Counties Rally, based in Jedburgh, on 21st March.

Thanks to Team TEG Sport for building a fantastic new car for 2015, to Aaron, Arron and JoeDrive for keeping the car running faultlessly all day, and as always, to all our sponsors.

Paula Swinscoe : Clitheroe & DMC



**Rallying with Holy Socks®
2015**

RIPONIAN RALLY

VICTORY NO.9 FOR PAYNE

Charlie Payne and Andrew Roughead were in a class of their own on the 2015 Riponian Stages; claiming all but 2 fastest times to take victory by over 2 minutes from mighty impressive historic winners, Matthew Robinson and Sam Collis. This being the 9th occasion the Ripon man has claimed victory on the event following successes in 92, 93, 2000, 01, 09, 11, 12 and 13!



Having missed this event in 2014 it was good to head-ing back to the little used forests surrounding Helmsley for the Riponian Stages Rally; a collaboration between Ripon Motor Sports Club and Whitby and District Motor Club resurrecting the event from what seemed like the end after last years running. Disappointingly, an entry list that was lower than anticipated meant that the competitive mileage was cut from 44 to 39, achieved however without the loss of any of the 14 stages, allowing the unique nature of the event to be maintained.

It was positively Baltic at the Thirsk rally HQ for 'sign on' and unsurprisingly the conditions in Wass for stage 1 were a tad on the slippery side. While Robinson and Collis were without doubt the most spectacular through the final part of the stage, it was Payne who went quickest setting a time that was 3 seconds faster than both the Focus WRC of Peter Stephenson and Ian Windress and the Escort Cosworth of Ian Joel and Graeme Wood. This trend would then continue over the morning loop with stage wins in College Moor, Pry Rigg, Waterloo, Riccal Dale, Roppa and Boltby allowing Payne to eek out a 19 second lead over Stephenson at the halfway service point with Joel a further 11 seconds adrift.

As anticipated the heavens opened after lunch which made the afternoon loop of stages a completely different challenge for the remaining crews; torrential rain where we were in Waterloo, but snow and sleet for the stages on higher ground. And while Payne continued to take stage victories, a string of second quickest times brought Ian Joel ever closer to the Focus WRC of Peter Stephenson; eventually snatching second on stage 10 after the event sponsor was only able to register 34th quickest time in Pry Rigg and subsequently forced into retirement.

Robinson and Collis were clearly revelling in the conditions; the pair never outside the top four stage times over the afternoon loop, even clocking fastest time overall on the second running of Roppa to end Charlie Payne's clean sweep of stage victories! They were even gaining on the 4WD Cosworth of Joel and Wood, as the number 3 seeds only managed 16th quickest time in Riccal Dale and 5th in Roppa, leaving them separated by just 32 seconds heading into the Boltby finale.

The gap appeared unbridgeable but Robinson clearly had the bit between his teeth and went on to set second quickest time in the final stage. A time which Joel was not able to match; in fact he lost 1 minute and 21 seconds to the Ripon man, dramatically dropping to the final step of the overall podium. Payne and Roughead meanwhile had a controlled run through Boltby, registering only the 4th quickest time but still achieving a winning margin of 2 minutes and 15 seconds over the MK2 Escort of Robinson and Collis.

HISTORIC

Robinson and Collis utterly dominated the historic section of the event; setting top six stages times all day to claim victory by almost 3 minutes. However the battle behind was a much closer affair.

While David Goose and Dick Wardle started well, they gradually slipped back as the pace heated up, leaving a 3 way battle for the runner up spot between the MK2 Escort of Charlie Taylor and Alan Ward, the similar machine of Paul Street and Jim Goodman and the Opel Kadett of Peter Smith and Matt Edwards.

The trio remained close in terms of times throughout the day but it appeared as though the final order was all but settled after the penultimate snow covered Roppa test; Taylor managing to increase his margin over Mansfield man, Paul Street, to 21 seconds with the Swift Caravans backed Kadett 10 seconds further back. However, Street and Goodman put in a sensational final stage performance to set fastest time overall and come within 2 seconds of snatching second in class from Taylor and Ward;

their stage time a whole 6 seconds quicker than the 4WD Fiesta of Charlie Payne!



Continued on Page 34

Riponian Rally Continued From Page 33

Behind the raging H3 battle, Barry Jordan and James Gratton-Smith in the combined H1 & H2 class had a less pressurised run to victory. The Avenger crew putting in some solid times, especially over the final two tests, to end the day in 16th position overall.

CLASS D

After the morning loop of stages the class was lead by the Porsche Boxster of Ian Jemison and Dean Kellett who were holding a 29 second lead over the BMW of Jon Finch and Paul Vasey. Citroen DS3 crew, Richard Sykes and Simon Taylor, were clearly one of the quickest in class but were 2 minutes 36 seconds behind Jemison courtesy of a 3 minute penalty for an early arrival at Pry Rigg.

Again quicker in the afternoon, a joint fastest time overall in Waterloo was the turning point for Sykes and Taylor; still sitting 5th in class but now less than a minute behind new class leaders Finch and Vasey. 5th soon became 2nd after 4th fastest time overall in Riccal Dale; and with the FWD machine clearly working well in the wet and snow the amazing fight back was completed on the very last stage of the event. The Black Country man managed to overturn an 8 second deficit to take class victory by a mere 3, ending the day in 21st position overall. Had it not been for the penalty they would in fact have finished 10 places higher.

CLASS C

Class C, as always, was one of the most competitive on the event and while Nick Dobson and Steve Pugh went 7th quickest overall on stage 1, a spin in College Moor dropped them back. Instead it was the consistent Nick Cook, with Jemma Champion on the notes, who held the lead at the halfway service point with Dobson 20 seconds adrift. Chris Haigh and Sally Peacock in their MK1 were another 20 seconds back while the MK2 of Andy Gibson and Chris Pattison was lying 4th.

Ilkley based Dobson, keen to make up for lost time, put in a string of good times after lunch to get within 14 seconds of Cook's MK1 with just 3 stages remaining. However disaster struck in Riccal Dale as an off in 4th gear ended he and Steve Pugh's charge. With the pressure off, Cook and Champion upped their speed, registering 3rd, 4th and 3rd quickest times overall on the final 3 stages to come within a whisker of dislodging the Evo 2 of Andy Rowe and Cat Lund from 4th place overall!

CLASS B

From the outset it was clear that Class B would become a duel between the Peugeot 206 of Barry Lindsay and the 205 of Ben Cree. And by the halfway point the duo were separated by just 13 seconds in 14th and 16th overall respectively. In fact try as Cree and co-driver Richard Shores might they couldn't quite match the speed of Lindsay's 206; the margin between the pair growing to 33 seconds by the end of the event. Barry Lindsay, with Caroline Lodge on the notes, ending the day with a 7th fastest time to claim 11th position overall.

CLASS A

Mat Smith and Giles Dykes put in a dominant performance in their Proton Satria; the current BTRDA 1400 champions registering 3 top 5 stage times on their way to a fantastic 6th position overall and a 2 minute 41 second class win. Behind, Daniel and Matthew Thompson had a great run in their Peugeot 205 registering a phenomenal 5th fastest time in the tough Boltby finale to claim a very well deserved 18th overall and 2nd in class.

IN SUMMARY

Along with Peter Stephenson, Charlie Payne probably had the highest specification machine on the entry list but given the changeable, tricky conditions, it was far from a case of just driving round the stages to take the victory. In fact the large winning margin represented a mighty fine, controlled drive and a great way to follow up his 4th overall on the previous weeks Wyedean Forest Rally.

From my perspective It was great to back in these little used stages; Wass being another new stage visited to tick off the list. Prior to the event I had been worried about what to expect in light of the MSA's open letter regarding spectator and media problems and the cancellation of stages. However the organisers handled the difficult situation perfectly. This event has to stay alive as rallying cannot lose these stages. We can only hope that 2016 will bring a few more entries.



NORTH WEST RACERS

With
Dave Williams & Rachel Bourne

LEADER OF THE PACK

During 2014 the man that led the most laps at Oulton Park and Anglesey circuits never won a race... This is because he was the Safety Car Driver, Allan Farrimond.

His job, of course, is to head out on to the live track to control the speed of the racing cars to enable a problem too serious to be covered by waved yellow flags to be dealt with in safety while avoiding the need for a time consuming red flag scenario. Once "scrambled", Allan has to consider how the race director wants him to carry out his duties. Each organising club – and sometimes each individual category of racing – has their own ideas as to how fast the Safety Car should travel. There are times when the wishes of the competitors and the Clerk of the Course differ, especially during a Rolling Start. In these situations, the drivers require plenty of speed to get heat in their tyres while Race Control wants a nicely bunched field when the red lights go out. To please both parties at Oulton Park, Farrimond puts his foot down until Knickerbrook is reached (or Peel at Anglesey), at which point he slows so that the pack is released in a neat and tidy fashion.

Allan relies heavily on the Observer who sits alongside him. This is usually Jilly McNeil and the pair have developed a great working relationship that provides a combined 360 degrees of awareness. Farrimond concentrates on watching out for hazards ahead – particularly the location of the incident they have been sent out to cover plus the recovery, doctor, rescue and snatch vehicles that are in attendance while McNeil monitors the crocodile of racing cars behind at the same time as relaying messages between Race Control and the Driver. In many ways Jilly's job is similar to the co-driver in a rally car as she provides Allan with all the information he needs in a timely fashion but rather than having her head buried in a map, she is constantly looking over her shoulder – especially during the initial stages of a Safety Car period when she monitors the cars approaching their rear bumper and how well the queue is forming. Things can get a little frightening at this time as they did on one occasion at Donington when the GT Cup leaders closed in just as the Safety Car left the pits before it had accelerated up to the required speed.

If the leader has not been picked up – which can happen if deployment is required immediately to protect the scene of an accident – Jilly has to manage the waving through of cars that are further down the order until the correct competitor is in place. When driver changes are mandatory, she warns Allan if everyone has gone into the pits to prevent the Safety Car from driving round on its own and providing everyone with a comedy moment!

Experience has taught McNeil to only turn round to look at what is happening behind when travelling along straights rather than trying to fight against g-forces in high speed corners. Even so, by the end of a recent 4-hour Fun Cup event at Oulton Park her helmet was feeling very heavy and giving her a sore neck after the crew had been regularly called into action.



Photos : Allan Farrimond

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That was a tough day for Farrimond too as, during the first couple of hours, the Safety Car had spent more than 50% of the time on the track.

These long distance affairs can be mentally tiring as the crew have to constantly be alert in case they are scrambled. When the call comes there is a rush of adrenalin and Allan says, "My mind goes at warp speed!" After a few laps they return to the pits to wait for their next involvement. This may come immediately and so there is no time to relax.

Despite its demanding nature, endurance racing is a favourite with Farrimond and a highlight of last season was the 24 hour 2CV event at Anglesey for which he assembled a team of Drivers and Observers to man the Safety Car around the clock in 4 hour shifts. This gave everyone the opportunity to get some sleep although Allan himself only got a couple of hours "shut eye" – a diet of coffee, energy drinks and Haribo sweets kept him going.

Getting scrambled during the night was a new experience for both Allan and Jilly as they controlled the speed of so many cars with piercingly bright headlights. There was no way an Observer could identify race numbers so the guidance over the radio from Race Control was essential. Nonetheless, McNeil found the snake of lights through School Corner very evocative as she looked down at them on the approach to Rocket. With the reduced visibility removing reference points, Farrimond discovered turn-in points kept creeping up on him.

As Allan is an ex-serviceman there was no way he was going to miss the Race for Remembrance at Anglesey in November. He says, "Being given the opportunity to help at an event for our country's True Heroes was an honour. When we got scrambled to lead the cars in for the service the sombreness of the occasion started to come over us as we drove into the pits. During the service my thoughts were with those that were there who had paid such a high price for our safety and as we got ready to restart the race I had a moment where the emotion of the day took hold and had to sit in the car for a few minutes alone. This event will always take first place in my season's calendar every year."

The Mazda MX5 with which Allan took control of the field at the Race for Remembrance was one of ten vehicles that he has used as a Safety Car. For many, the one which stands out will be the black Land Rover that in fact is owned by Farrimond himself. The first time it was pressed into service was at late notice due to unforeseen circumstances at Anglesey. Since then, the Landie has been used a few times, Allan remapped the engine and fitted smaller diameter tyres to provide better acceleration for this unlikely role for such a vehicle although, as Farrimond is also an enthusiastic rally marshal, the car has recently been converted to a spec more suitable for off-roading and is unlike to be used as a Safety Car again.

Farrimond gets enormous pleasure from his high speed – and highly responsible – job which he has been doing for just a couple of years. In future, he plans to carry out this specialised role at circuits other than Oulton Park and Anglesey. He has already assisted MSV at Donington and hopes that he will be leading the pack in races all over the country.

Report by Dave Williams
Photos Allan Farrimond

STOLEN



The Safety Car article in North West Racers mentions Allan "Faz" Farrimond.

Alan uses his Land Rover 90 as a Safety Car when he marshals on rallies

This car (Land Rover 90) was stolen from outside the Leigh Arms at Newton le Willows station sometime between 07:15 and 16:00 on 23rd February.

Here are the details

**Black Land Rover Defender 90,
registration FAZ 1962**

Any information

Please get in touch

Maurice Ellison

sd34news@gmail.com

07788-723721

A husband and wife had been married for 60 years and had no secrets except for one: The woman kept in her closet a shoe box that she forbade her husband from ever opening. But when she was on her deathbed—and with her blessing—he opened the box and found a crocheted doll and £95,000 in cash. "My mother told me that the secret to a happy marriage was to never argue," she explained. "Instead, I should keep quiet and crochet a doll." Her husband was touched. Only one doll was in the box—that meant she'd been angry with him only once in 60 years. "But what about all this money?" he asked. "Oh," she said, "that's the money I made from selling the dolls."

BOURNE PHOTOGRAPHIC
Creative Imaging
www.bournephoto.co.uk

Rali Bryniau Clwyd

Rally Bryniau (Fairy Ramblings)

The rally was to be my first foray into the principality – coming with much hype and anticipation of an amazing time. By four pm on Saturday, Eve was on the trailer and ready for the trek to Wales. I was struggling with a bout - called lack of confidence, following a miserable time on the Bruce Robinson a fortnight earlier – where I drove like a right wet-Nellie; not really appreciating the freezing conditions and desperately treacherous roads.

My phone app promised me a starlit night with an eye watering high of three degrees. So I cut myself out of my winter thermals – and prepared for the sublime heat of Mold.

I only started to panic, when some chap commented on the awful battleship grey car, he'd been laughing about, having a fine crusting of bloody ice on the roof!!! And to compound my rising levels of anxiety – most crews appeared to have come with non E marked tyres and were sporting some impressive Knobbles; whilst I sported some rather delicate looking Michelin Pilots.

The atmosphere at the start venue was reminiscent of bygone rallies – floodlights illuminated a sixty car strong entry with both young and old milling around gazing in through car windows, cars that surely graced some of those bygone rallies, mixed in with some modern late eighties and nineties cars.

The rally was a blur – selective after selective- cheerful Marshal's muffled up against the bitter cold- which had turned the roads into a mixture of sheet ice and syrupy mud.

Driving at full pelt was not an option and having recently visited the hedgerows of the Fylde in November, I had no desire to do the same in the Welsh lanes. However, driving like Penelope Pit-Stop was not an option either; so I chose a happy medium, sloth - like, with the odd burst of speed, resulting in fifth gear wheel spin and some rather dramatic squealing and howling from the passenger seat – and very feminine shrieks and long movie style noooooooooooooooooo from myself as the care accelerated towards ditches, walls and barren moorland. Unbelievably the Michelins were a revelation (chapter 21:4) they clung on even in the deepest slushy, treacle morass, proving to be the buy of the year- I will be using those babies again-reminded me of the old Yokohama's I used back in the old days – real confidence providing tyres.

Petrol came too soon, and we discovered we were sporting a fail - Frosty went off looking for a length of rope – OTL one week and now fails- was the old boy losing it? I had to remind him, this wasn't life or death and that I'd come back into rallying (pushed by ACB) following a stroke in 2009, determined to enjoy every God given moment. I really didn't care where I was overall I was enjoying being pushed and challenged by the extreme conditions. No one had passed me and I'd managed to get past several cars who had taken to the non –turbo charged snail's pace. Spectators thronged many junctions, all were very vocal and incredibly supportive – waving their arms and encouraging all to demolish a wall or house side – some were out polishing the ice in determined fashion – others kicked over code boards in disgust at the positively pedestrian approach most northerners took to such encouragement; whilst the Welsh contingent swooped through gaily fish-tailing up the road- quarter panels crushed like cola cans- trailing over-priced Escort memorabilia for all to collect.

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Photos Courtesy of Jez Turner

Rali Bryniau Clwyd

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It was an event that will live long in my memory – challenging- extreme- brilliantly organised and marshalled perfectly. Loved the idea of control boards warning you of an imminent stop followed by a code board to truly slow you down and save the marshal from having to bodily throw themselves into a ditch to escape the onslaught of an out of control car reminiscent of Christine the possessed motor.

It was lovely to see so many from Preston motorsport club and other northern lads supporting us all. Good to see new blood in Louis (Lewis/ Louise/hunk-in-trunks) depending on which ivory tower you went to school at! Bravely tackling, what was a daunting, rally- certainly not for the faint hearted. Well done Louis; car looks great and it won't be long before you are snapping at the heels of the old dogs at the so called sharp end. Roll on the Primrose!!

Mark Standen : Preston Motorsport Club

A little boy went with his parents to a nudist colony. They all stripped off and went outside. The boy looked around with interest and then asked his father why some men had big ones and some had small ones.

Dad couldn't be bothered with long explanations so he just said, "Those with big ones are smart and those with small ones are stupid."

The boy wandered off on his own for a while and then he met his father again, "Have you seen your mother?"

Asked his Dad. "She's behind that bush over there," said the boy, "talking to a stupid man who's getting smarter by the minute."

I love the snow. My mess of a garden now looks just as good as the neighbours.

They told me I was gullible and I believed them.

What is a "free" gift? Aren't all gifts free

One nice thing about egotists:

They don't talk about other people.

When the only tool you own is a hammer,.

Every problem begins to look like a nail

In 1919, Albert Einstein married his first cousin Else Einstein. It gives a whole new meaning to his Theory of Relativity.



Beaver Tales

A bit more motorsports action this month!
So February has been and gone, the calendar is starting to fill up with motorsport based activity.

This month started as it traditionally does with a trip to the sea-side for the NW Stages. It was certainly a bit different this year, not being involved in it, and also working on the Friday and Saturday so all I got to see was the prom stage on Friday night and the bar on Saturday night !! As always the event looked to be a great success, it was good to catch up with friends old and new which, let's be honest, is what the NW Stages is about. After the NW Stages, it has been a busy few weeks sorting for the Primrose. A quick few updates for those of you who don't follow the posts on Facebook.

Firstly a massive thanks to the landowner we have spoken with on the route so far, I can officially announce there will be NAM's no one has ever used before which should certainly add to the excitement on the night, and we have secured the use of Truckhaven near Carnforth for the start and finish venue.

Secondly another massive thanks to Seren Whyte at the HERO store for kindly offering to provide the 4 maps required for the event at a hugely discounted price! And finally thanks to the old goat for all his hard work and putting up with me so far ! The Primrose Trophy rally will run on the 25th/26th April 2015.

So Blyton was on the 21st of Feb, unfortunately, due to work commitments, I had to miss the event. However, needing a rally fix, I headed down to Wales for the Rali Bryniau Clwyd, run by Brynmor Pierce. Well what a great night, I have to say that the Welsh really no how to put on a road rally. As always there were some epic motors out doing the event and loads of lads from Lancashire had made the trip down to support the event too.

We marshalled TC17 kust outside some unpronounceable village. Only about half the field made it to the end, mind it was so slippery and icy under foot that didn't surprise. I headed down with Ste Brock, Phil Martin, Jason Crook and Myles Gleave for the event, thoroughly enjoyed it and would recommend it to anyone for next year.

Last but not least, CDMC's scatter on Tuesday 24th Feb and finally I managed to actually do a bit of competing !! Sat in the wrong seat with Mr Brock in his MG ZR Scrapyard special, a good and challenging evening with points spread far and wide so deciding on where to go was key for us. We made it back with 3 minutes to spare after collecting 5 of the available 8 points and picked up joint 3rd with Matt Broadbent and Oliver Bates. Ayrton & Moz got to all of the points but arrived at the finish 3 minutes late after getting held up by traffic lights on some road works and also got the letters on one of the clues the wrong way round. Mark Johnson & Steve Butler got pulled over as suspects in a burglary and lost 15 minutes giving their alibi Thanks John for putting on such a good event, looking forward to the next one already.

The last time that I volunteered to marshal on the Legend Fires North West Stages was some three years (or so) ago. I arrived at signing on and was allocated to the stage on the Prom. When I got down to the Prom I was asked if I could run the Stage Start & arrival. Well, we could at a pinch but it would be a bit tough as there was just the two of us. It was even tougher because of the tide and the weather. It was bitterly cold, windy and the tide was coming in. The waves were breaking on the sea wall and I was subjected to a constant drenching. It didn't stop there, or rather it did - the water that is - I was ankle deep in freezing sea water from the rising tide and spray from breaking waves. The check sheets were of no use to anyone by the time we finished - a sorry lump of soggy paper. I vowed never to marshal this event again especially on either stage arrival or stage start/ finish/stop line, what I wanted was somewhere I could watch some rally cars and have the benefit of some shelter if need be from the elements. I saw the request from Ken Wilkinson asking for Marshals for this years event for the Weeton Stage. That's far enough away from rising tides I thought, Yes, go on, We will do it. It was only after I had emailed Ken back that we were available that I noticed that he was looking for arrival and stage start marshals. Bugger! Too late to back out now.

Friday the 5th of February arrives and we make our way to Weeton. We go via the A586 through Great Eccleston get stuck in a queue at the roadworks. First thought is 'Bet this will bugger up the road timing'.

Sign on and go to our post - Stage arrival. Kept very busy, especially once competitors start to arrive for their second run. I get very frustrated with some of the competitors (not all - just some of them).

First grumble : Some (in truth quite a few) Co-Drivers have not got a clue how road timing works. (see Grumble 5)

Second Grumble : I am not responsible for the road works or you getting lost, I am just there to give the time on the clock when you present your time card to me.

Third grumble : when you go past the arrival board dont expect me to remember what time it was, I have another 10 or 12 cars to deal with whilst you get your helmets on and sort out your bits and pieces.

Fourth Grumble : Dont block the arrival entrance for other competitors.

Fifth Grumble : Dont queue behind someone else and expect me to make an allowance. Its down to you to present your time card at the correct time. Its dark. I have other cars to deal with not just you.

Get organised before the event. If you dont understand how the timing works - find out before the rally, there are lots of people with the necessary experience who will be willing to explain.

Sixth Grumble : I might know you or I might not but I have not got the time to stand and chat, there are more cars arriving. I also dont have the time to argue with you about the timing or explain. To those that I do know and I didn't acknowledge, my apologies. To those that I dont know and who also got short shrift see Grumbles 1 to 5

Saturday, Running Stage Start. Lots of us to run this and the arrival Control (Why just us on Stage arrival on Friday Night? We coped but I was getting a little frazzled at times). Other than the traffic light system going down and us having to manually start cars plus the generator running out of fuel (no traffic lights or lights to see by) it was a whole lot better. A very good bunch of well organised and competent marshals, enjoyed your company (whoever you were)

Still didn't see any rally car action but kept very busy all Friday evening and Saturday.

Grumpy Old Git



Above is my 'New' ride for 2015 (OK its not the best photo ever) Just in case you cant make out what it is - it's a Rover 214. Young Mr. Harrison has been busy scouring ebay and the local scrap yards, since the Preston Regardless Rally last year, for bits and pieces and its not far off being ready. First outing will be the John Robson starting in Alston.

We have new seats (new to us that is) and the gearbox, head & throttle bodies out of a BRM, so we have nearly double the bhp of the little micra. Cage is in and we are running on 15" wheels rather than the 17s that it came with.

Just need to solve the brake problem (they seem to have a mind of their own and pull to one side or the other with no consistency!) Need to get the brakes sorted because we are going to have to get used to using them now - in the Micra we very rarely used them - we had to keep it flat out everywhere

After the John Robson we are running 'flying Course Car' on the Primrose Rally on the 25/26th April. Regs should be out by the time this gets published (End of February)

Well I was going to go to the 50th Anniversary Dinner of the SD34MSG with Malc Graham. However, it got cancelled through lack of support. I can remember when you had to get in early for these does, or you missed out - the tickets went like hot cakes.

Whats changed ? I dont know but there certainly isn't the appetite for Presentation nights and celebratory does like there used to be, mores the pity.

Its not much different at most clubs with their clubnights and I go to lots of different clubs - they are all struggling to get members through the doors.

Ideas please as to what you want or what has been a success at your club. From the info sent to me by member clubs about their activities (pages 6 to 11) a lot of clubs dont seem to do a right lot! Then complain about a drop in membership. I wonder why that is?

Out & About with Gemini

Event Dates for the Calendar

Sunday

22nd March

PDMC + G&PMC

Lee Holland Stages

Ty Groes

Sunday

29th March

Stockport061 MC

SMC Stages

Weeton

May 10th

John Overend Rally

Melbourne

Saturday

16th May

Knutsford & DMC

Plains Rally

Dyfi Forests

Sunday

7th June

Blackpool South Shore MC

Keith Frecker Stages

Weeton

Sunday

7th June

Myerscough College

Open Day

Myerscough

Sunday

21st June

Warrington & DMC

Envile Stages

Ty Groes

Sunday

12th July

Westmorland MC

Greystoke Stages

Sunday

16th August

Bala & DMC

Gareth Hall Stages

Trawsfynydd Ranges

Sunday

27th September

G&PMC + PDMC

Heroes Stages

Weeton

Saturday

17th October

North Wales CC

Cambrian Rally

Cloceanog & Penmachno

Sunday

1st November

C&AMC

Glyn Stages

Ty Groes

Saturday

7th November

Bolton-le-Moors CC

Neil Howard Stages

Oulton Park

10th to 15th November

WRCGB

Sunday

15th November

Cadwell Park

Saturday

21st November

Clitheroe & DMC

Hall Trophy Stages

Gemini *Communications* ***Team***

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Bill Wilmer

07973-830705 or

w.wilmer@btinternet.com

Bike Ride Events

**Manchester
to Liverpool**

Sunday 24 May 2015

Start - Salford Watersports Centre,
Salford Quays, Salford M50 3SQ

Finish - Otterspool Park,
Riversdale Rd. (near Alfred Holt
Recreation Ground),
Aigburth, Liverpool

Two Routes - 40 or 55 mile routes
(approx)

This great ride is now in its tenth
year, continuing to raise much-
needed funds for the NSPCC.

**Southport Circular
Sunday 21st June**

Start & Finish at Park Hall

**Manchester to
Blackpool**

Sunday 12th July

60 mile Route Manchester
to Blackpool

**Manchester to
Nantwich
Sunday**

13th September

Manchester to Nantwich & Return
100 Mile Ride

**Leeds Big Wheel
Sunday**

20th September

Leeds, Figure 8,
50 & 100 Mile Route

Out & About with Gemini

Part 2

Do you remember the survey we did back in November about Flashing Lights, it has now been aired at the Rallies Committee Meeting. I received the below communication from Ian Davis of the MSA along with the outcome of this meeting..

Thank you to all who replied over this matter, looks like we did make a difference

USE OF ADDITIONAL FLASHING LIGHTS ON MARSHALS AND RADIO CARS

Sue wanted to clarify the use of lights on such vehicles on a stage route when there is not an incident, such as when entering or leaving the stage. It was agreed that, unless the vehicles are going to an incident, the flashing lights should be off.

It was suggested that the Stage Commander and Radio Controller should remind officials of such vehicles. It was also suggested that this decision should be communicated to the Rescue Panel as well as being printed in The Marshal Magazine.

MSA Safety and Medical Radio Frequency

I'm sure you all agree an extra MSA Safety and Medical Radio Frequency has been badly needed for some time. When we moved from 86AM to 81FM we were badly advised that we had to have this new frequency split with two tones, this has never worked, caused more problems than it saved.

The only way it could have worked was if the Controls had been at least 100 miles apart, remember the Isle of Man wiping us out. I'm now pleased to advise that Ian Davis, the MSA executive, tells us that a second frequency has now been acquired, this is great news. However it will not be the case of just program the set but the sets will need to be serviced as most I'm sure have never been done since they were bought along with a new Form of Conformity from a radio dealer, this will be required with the fitting. There could be a small donation from the MSA to cover this work. I'm advised, that there won't be any extra charge to the annual radio fee we all have to pay, this will include the new frequency.

Vehicle Tracking System

For the last couple of years Andrew Kellitt, the organiser and route co-ordinator for the WRGB Rally, as been looking at new systems for tracking rally cars on the forest stages. Kellitt has now finally advised that he has got it down to two systems which are being tried out on this years Mid Wales Stages and The Malcolm Wilson Rally and then to decide which one to go for, more on this when available

Clitheroe & DMC Jack Neal Memorial Rally at Blyton,

Photos Courtesy of Andrew Davies.

See Report on Page 31

(When I wrote this I had not got that report)



Following my whinge about doing Stage Arrival & Stage Starts and not getting to see Rally Cars in action on the Legend Fires North West Stages it was almost inevitable that I would be allocated to doing the Stage Start at this event, and yes that's exactly what happened. The good news is that at Blyton you can grab a brief glimpse of the action (but only very briefly) between getting the car numbers into the clock and the competitors leaving the start. The other good bit is the weather, although I have probably jinxed the Hall Trophy by saying this but even though the Jack Neil runs in February it was a bright and sunny day once again. David Tinn in the MEM Millington Proton won the event with Simon Mauger coming home in second place. Poor Terry Martin (sat in with Brandon Smith in the Darrian T9) retired with a big hole in the exhaust that caused a small fire in the engine bay at the stage finish line. Martin Hodgeson had a wheel come off his Escort as he was crossing the Flying Finish line but still managed to finish the event.

Maurice Ellison



Inside the Industry with Paul Gilligan

Interesting January, March Ahead

While on the surface January new car sales looked good, underneath not so good. Retail sales were in fact down on the same month last year for the first time for almost 3 years, sales growth was supported by fleet sales. There is no doubt that corporate confidence is increasing, and skilled staff are hard to find, so the old carrot of a better company car is returning. Meanwhile returning to something I've been boring you all with for years now, Mercedes beat BMW in the UK for the first time for a very long time. They said they would!

Now everyone in the industry is revving up for March, the new 15 plate and the biggest sales month of the year. Can I just say the temperature is rising, lots of business out there, but a big dogfight to get the order. The top end of the market is very strong, hard to get a BMW X5 or any sort of Range Rover. I quoted this week for a £113000 Mercedes for a London customer. He wanted white with red leather. (The customer is always right). Merc do white paint but only black or grey leather. I was told to sort red leather, so I did as a re-trim before the car is delivered. Only £3500 extra. The customer may not always be right, but the rich customer ALWAYS is.

Rolls v Bentley

On the subject of the top end of the market the fight between these two is becoming intense. Rolls (owned by BMW) refuses to be classed as a "Luxury" brand. That is left to Bentley (owned by Volkswagen) because they claim to be "the World's most sought after luxury car brand" because they sold just over 11000 cars last year. Rolls say they are "Super Luxury", they sold just over 4000. Rolls say they will never dip below £200k in today's money, and their average sale price is way above that with most cars leaving the factory with a significant level of "personalisation" Spelt ££££££££££££££££.

However both want to sell more cars. Bentley recently announced they would definitely launch their luxury SUV. 200 mph and £200k as my regular reader may remember from last month, and a stupid name. Rolls have long been rumoured to be launching their own SUV, and this week they confirmed they would. No confirmation, but it is expected prices will start at £300k. Before "personalisation". Footballers and Sheiks will be spoilt for choice. Particularly with SUVs from Maserati and Lamborghini on the way.

As well as the SUV Bentley are working on something Rolls will never do. A "small" sports car. Internally nicknamed the "Aston Fighter" this would start at around £100k. Looks like Crewe, and Goodwood will be busy.²

GM Europe

In the last 15 years GM Europe (Opel + Vauxhall) have recorded trading losses of around \$20 BILLION. I'm not sure but I think Greece may have been more profitable. We've heard it all before, but ANOTHER new boss has just arrived to say the corner is being turned, breakeven next year (why is it always next year?), lots of new models, less factories. Interestingly Vauxhall performs better in the UK (11% of sales) than Opel does in Germany (6% of sales). So it's Germany they have to fix first. One to watch, from the sidelines.²

Alfa Romeo

This once revered name has been a bad joke for too long. With UK sales at about 4000 a year and dropping (about 0.2% of the market) it's amazing they haven't actually disappeared from the UK entirely. I can only imagine dealers are being "supported" by the manufacturer to stay open until the good times return. As it appears they might. Currently Alfa have a pretty awful range. Most sales are the Mito, basically a rebadged Fiat Punto. Need I say more? However in the next 3 years Alfa will give us 9 new models, that's 9 more than we've seen in the last 3 years I think? Later this year we see a new Giulia to compete with 3 Series etc. Alfa will ditch front wheel drive to go RWD and "reclaim its sporting heritage". Then in 2017 a new Giulietta to compete with Focus/Golf, its 2017 the real fun starts. A new compact car to compete with Mercedes GLA etc, a coupe to fight Audi TT, a BMWX3 rival, a sports convertible to sit above the Fiat 124 Spyder MX5 clone, a BMW 5 series car based on the Maserati Ghibli, and loads more in 2018. Let's hope they make it, iconic names like Alfa shouldn't die.

Are Car Showrooms Dying?

On this morbid subject I was interested to read recently that many senior representatives of UK car manufacturers believed this to be the case. A showroom they said could be "a pop up at a major train station or shopping centre" or even "an app on a smart phone". It was cited that 10 years ago the average new car buyer visited 3 showrooms before choosing their new car. Now the average customer visits only one, having done all their research on the internet. If the average is one visit, then many make no showroom visits.

Yet while agreeing that the traditional showroom is dead these same manufacturers are "encouraging", some would say forcing, the independent businesses who hold their franchises to spend hundreds of thousand, sometimes millions on new showrooms.

What will happen to these glass palaces I wonder, when reality dawns. Tesco won't be buying them it appears, so who?

Detroit Show Stopper

Every proper motor show has a "Car of the Show". Sometimes these are boringly predictable in advance. Sometimes the car is not that good, just the best of the bunch. With spy shots all over the internet it's almost impossible to keep new cars secret. At the recent Detroit Show something happened that we haven't seen for years.

Continued on Page 43

A stunning new sports car was launched that took everyone by surprise. Even within the company that made it less than 50 people were aware of its existence before the show. Just as surprising as its launch was that it was made by one of Detroit's own who don't often make 200 mph supercars. Perhaps most surprising of all given the austerity programme they have been on for a long time now, that manufacturer was Ford. The car was the new Ford GT. Son of the 2005 car of the same name, grandson of GT40, some lineage!

The harsh regime of the last few years saved Ford from the bankruptcy that GM and Chrysler accepted. The blue oval is making money again, lots of it. Now is the time to re-establish sporting credentials, to launch cars that will do for Ford now what the GT40, Cobra, Lotus Cortina etc did in the 1960s. So the Ford GT is not just a car, it's the first product of a new division of the company called Ford Performance. Detroit saw Ford Performance launch their second car minutes after their first – the Mustang GT 350 R. More than 500 bhp, more than 400 lb ft of torque etc etc. The idea is what it always was, the Performance products create a halo effect that benefits both the engineering and the image of the rest of the company's products. Just as the RS models did in the UK for so many years.

Interestingly Ford Performance HQ isn't in Detroit. It's in Charlotte North Carolina. Where most of the NASCAR teams are located. Where the HAAS F1 team is developing its cars for Grand Prix next year. Where the most talented automotive engineers in the US are already based, a talent pool Ford will no doubt be dipping into. Hope they have time to develop some products for Europe!

Driverless / Electric / Hydrogen Cars

I'm sure it had nothing to do with my witterings last month, but apparently it is now possible that if the testing programme is successful our Lords & Masters may well permit driverless cars to be just that.

Tesla have not surprisingly attacked hydrogen cars because you have to generate electricity to make hydrogen, so why not just use the electricity to power the car? I'm not able to assess the scientific arguments, but do I detect a hint of self interest?

Rumours are flying that Apple are planning to build a car. Word is they have been headhunting engineers from Tesla. Watch this space.

GM in the US have just launched a new version of their Volt (get it?) electric car. Well not really launched as it won't be available until 2017. It's supposed to have a one charge range of 200 miles, sell for around \$30000 after Government rebate and generally be a good idea.

Meanwhile in Europe GM have withdrawn the hapless Ampera after selling only a fraction of the forecast volume. This is the car that my regular reader may remember couldn't get me from home to my local Asda and back (24 miles) on a single charge. There are still a good number left unsold and they have to be registered by end August when new emission regulations come in which ironically this "green" car doesn't meet. These will be as cheap as they are useless. This car must have increased GM Europe's gigantic losses significantly on its own?

Jaguar's New "Not An SUV"

Jaguar have confirmed that in 2017 they will launch a very different new car. It will have a greater ride height than other Jags, it will be 4WD in all versions, it will have 5 doors. It will be marginally longer and higher than a Porsche Macan, slightly longer than but not as tall as a Land Rover Discovery Sport. So it looks very much like a sporty medium sized SUV. But it's not an SUV, because Jaguar say so. The LR bit of JLR make SUVs. So the new Jag, now christened F-Pace, is "a family sports car". So FSC not SUV, hopefully that's quite clear to you both?

Borrowing the F from F Type is supposed to allow the Pace to show it has a clear relationship with the sports car. To emphasise the point the two models have the same rear lights, similar aluminium architecture, and share engines. Jaguar intend their FSC to be "bang on the Porsche Macan in terms of the driving experience". No small challenge. If it's going to be that good I bet Land Rover are very glad that Jag didn't make it an SUV?

People Always Want What They Can't Have

It seems to be me that the best way to create demand for a slow selling car is to announce you're going to stop making it. I've seen it happen so many times before. The first example was the 3 door Sierra Cosworth with huge rear wing attached. At first it sold very strongly, then it became the favourite of the criminal community who found it less expensive to steal the cars than buy them, resulting in the car becoming very difficult to insure. Demand slumped and didn't really pick up until Ford announced the 3 door hatch was to be replaced by the 4 door saloon with boot, which was as bland to look at as the hatch was exciting. Ford struggled to get dealers to take the last hatches, but Ron Palmer and I took a gamble and managed to secure almost 50. Cost a very good lunch if I remember, most things did in the 80s. Once word got around that these genuinely were the last demand went wild. We went from selling one or two a month at big discounts to moving all 50 in a few weeks at full retail price. The same thing happened with Escort Cosworth when production of that stopped.

Now it's the turn of the Land Rover Defender. Later this year they stop making this icon which traces its history, and styling, back to 1948. Suddenly people want them. I think we've handled 3 or 4 Defenders in the last two years. In the last two weeks we've had 5 or 6 serious enquiries. One was from a gentleman in the Borders who's insisting on an absolutely basic model with no electric windows or other "modern stuff". When it arrives he's going to put it in a heated garage and apart from starting it regularly, just leave it. "In ten years time" he told me "I hope to have the only brand new Defender in the World".

Bad news for him perhaps is the Tata (who own JLR of course) are taking all the tooling to India and will resume production there. Several Defender specialists I know are already planning to bring new Indian built cars to Europe once production starts there. However I'm sure "Solihull built" will have a different value.

Europe's premier winter classic Motorsport show Race Retro took place over the three days of Friday 20th to Sunday 22nd February at Stoneleigh Park in Warwickshire. Visitors were treated to a fantastic selection celebrating Historic Motorsport be it on 4 or 2 wheels. This year's event celebrated the 50th anniversary of Chevron Racing which included a stunning collection of famous vehicles and also the 50th anniversary of Mike Hailwood winning the 500cc Motorbike Championship in 1965. Moving tributes were also paid to both Richard Burns (2001) World Rally Champion and the late Race Retro regular Bjorn Waldegard with a selection of vehicles spanning their great rallying careers.

Some of the biggest names associated within Motorsport were in attendance of which there is no bigger than hero worshipped Ari Vatanen making his 1st & hopefully not last appearance, multiple British Rally Champions Jimmy McRae, Dai Llewellyn, Russell Brookes and Bill Gwynne as well as the son of Sir Jack Brabham, David Brabham with a trio of cars synonymous of his late father supplied by Hall & Hall and David Hailwood showcasing a selection of his father's Motorcycles.

Anyone in the market for a classic could attend the Silverstone Auctions now in their 4th year taking place over the Saturday and Sunday which had over 80 classic road and competition cars, historic motorcycles and a superb collection of automobilia on offer.

For the fans who ventured just outside of the 4 packed halls of exhibitors ranging from Engineering Companies, Parts Suppliers, Race series and Event organisers, auto jumble, memorabilia and work from some of the most acclaimed artists in the UK and Europe were rewarded with some stunning driving on the Live Rally Stage which ran twice on Saturday but unfortunately only the once on Sunday due to the inclement weather. Some stunning, rare, historic and replica rally machinery was invited in association with the "Rallying with Group B" Club including an ex Stig Blomqvist RS200 a Peugeot 205 T16 and other iconic names from Audi, Opel, MG and Talbot to name a few. The rally stage offered excellent viewing and commentary from Roger Clark's 1972 RAC rally winning Co-Driver and ex Top Gear regular Tony Mason. To warm the crowds up before the rallying display was a demonstration of Classic Kart Racing from 1956-1982 courtesy of the British Historic Kart Club.

Those preferring the sights & sounds of two wheels were in for a treat with the show bringing together a fantastic display of iconic Motorcycles of which some roared into life in the special "Fire up Paddock".

Race Retro provides an excellent starting point for the new season ahead and is a must visit for anyone interested in classic Motorsport and this year's visitor numbers suggest that Historic Motorsport continues to grow and become ever more popular. Race Retro will return to Stoneleigh in February 2016 so be sure you book it in your diary early.



Report & Images James Redman

MSA statement on rally media access

The MSA is committed to working with all of rallying's stakeholders to implement the recommendations of the Scottish Government's Motor Sport Event Safety Review (MESR), not only in Scotland but throughout the UK.

A key recommendation of the MESR relates to the press and photographers. The MESR concluded that: "The accreditation and management of the press and photographers at events should be further considered and improved. Press attendance at rallies should be subject to strict rules and press attendees must be prepared to obey the instructions of rally marshals. This is not necessarily the case at present and examples of press attendees standing in non-permitted areas have been noted by the Group. When an area is identified as unsafe, it should be regarded as unsafe for everyone without exception – spectators, press and marshals." The media are crucial to our sport and the MSA is considering introducing a wholly new accreditation system for bona fide members of the media.

In the interim, however, all members of the media are reminded that under MSA regulations, the wearing of a tabard referring to 'press', 'media' or anything similar confers no additional access privileges over and above those of a spectator.

Consequently, anyone attempting to spectate from any area not accessible to spectators generally on a rally will be requested to move, and failure to do so may result in the interruption of the stage and delay to the event overall.

Events may of course have their own arrangements for the media, for example at the rally start and finish or in the service areas, but never for a rally special stage or test. This applies to all national status rallies in the UK. The MSA thanks the media for their cooperation in this matter.

Wales Rally GB shortlisted for major tourism award

Wales Rally GB is one three finalists in the Best Event (Large) category at the National Tourism Awards for Wales, which showcase the best in Welsh tourism.

"The rally makes a huge contribution to Wales on so many different fronts," said Ben Taylor, Managing Director of event organiser International Motor Sports (IMS). "As a high profile world championship event, it generates huge global exposure and attracts 80,000 visitors, the majority of whom come from outside Wales, who help to contribute more than £10m to the Welsh economy.

"The rally also makes a significant contribution to the community in the region, raising more than £40,000 for local charities and good causes, while more than 1000 Welsh students were inspired by a STEM event organised around the rally."

The winner will be announced in March. This year's Wales Rally GB (12- 15 November) will again be based in Deeside, North Wales, with details of the route and tickets set to be published later

2015 MSA Licensed Officials Seminars

The 2015 MSA Licensed Officials Seminars (for Clerks and Stewards, including Probationary Clerks and Trainee Stewards) have commenced, with 48 attendees at the Exeter venue.

Places are still available at all of the remaining venues:

Day/Date	Location
Saturday 21 February	South Wales (Cardiff area)
Sunday 22 February	Midlands (Telford area)
Saturday 28 February	North (York area)
Sunday 1 March	East (Huntingdon area)
Sunday 8 March	Northern Ireland
Sunday 15 March	Scotland (Pitlochry area)
Saturday 21 March	Isle of Man (Douglas)
Sunday 22 March	North West (Runcorn area)
Sunday 23 March	Carlisle area.

Invitation letters have been sent to all licensed Clerks and Stewards (including Probationary Clerks and Trainee Stewards) requesting their attendance. It is important that attendees do not arrive on the day without prior notification.

Additional copies of the invitation letter can be requested by contacting MSA Training Officer Alan Page on alan.page@msauk.org

Technical / Sporting Regulations

Helmet Standards

Please note that page 177 of the *MSA Yearbook* mistakenly shows the Snell SA2000 among the images of recognised helmet standards. The Snell SA2000 standard was removed from the beginning of this year – this was forewarned in the 2014 *MSA Yearbook* – as confirmed by regulation (K)10.3.1.



Non-pump fuel

Competitors using non-pump fuel where permitted are kindly reminded that they must display a 3" orange Day- Glo disc next to the competition numbers on both sides of their vehicle, in accordance with MSA Yearbook regulation (J)5.13.6. This warns anyone approaching the car that there may be additional hazards to those inherent with pump fuel.

Please also note the introduction of new regulation (J)5.14.8, which requires any vehicle with an electrical system running at higher than 50V to be identified by the defined sign (pictured) next to all competition numbers.



Section (L) – permitted tyres

All tyre lists in the *MSA Yearbook* state that "it is prohibited to re-groove tyres in this list". To clarify, the term 're-grooving' covers any modification to the tread pattern, be that by deepening existing grooves, widening existing grooves or cutting additional grooves or "sipes" – these being no more than a very narrow groove.

An open letter from the MSA Chief Executive regarding spectator safety on UK stage rallies

This weekend marks the second anniversary of the tragic death of a spectator on the Snowman Rally, and of course on the Jim Clark Rally in 2014 three more spectators lost their lives in equally tragic circumstances.

As a result the Scottish Government, following an emergency debate in the Scottish Parliament, commissioned a major review of safety on stage rallies. This Scottish Government Motorsport Event Safety Review published its final report in January, and the MSA has since gone on record confirming its commitment to the implementation of the report's recommendations, not only in Scotland but throughout the UK.

Clearly, there is going to be a period of transition while everyone concerned works as hard as possible to introduce the recommended changes. In the interim, I need to remind all spectators of the fact that they are ultimately responsible for their own personal safety.

I say this because despite these well-publicised tragedies, and despite the sport being well aware of the changes being brought about by the Scottish Review, I am astonished and dismayed that an irresponsible minority – and I stress minority – of spectators continue to display a wanton disregard for their own personal well-being.

This was brought home to me when viewing YouTube clips of last weekend's Wyedean Forest Rally, and also from the truly shocking photograph from the same rally in yesterday's *Motorsport News* (18 February, page 34) of a 'spectator' lying flat on the ground on the edge of the forest track, apparently taking a photograph extremely close to a competing vehicle.

This behaviour not only shows a complete disregard for personal safety but in addition places other spectators, officials and competing crews in danger. It also undermines the considerable efforts of the dedicated rally organisers, officials and marshals, who do all they can to ensure that events run as safely as possible.

The MSA is currently working on a daily basis with all other stakeholders in rallying, particularly the Forestry Commission, and I can confirm from discussions within the last few days that unless these few idiotic spectators concerned change their attitude immediately and behave responsibly, there will be no future for stage rallying in the UK. I am not talking about next year, or the year after; I am talking about right now. Even in the meantime, this sort of behaviour will mean that stages are cancelled and rallies disrupted or even stopped.

Please, for the sake of rallying in the UK, can all spectators take full responsibility not only for ensuring their own personal safety but also the future of the sport we all love.

Yours in motor sport,



Rob Jones

CHIEF EXECUTIVE

Set out below are the relevant sections on marshals from the

"SPECTATOR SAFETY AT MULTI –VENUE STAGE RALLIES IN SCOTLAND" document.

Makes for interesting reading as it is almost certain that all of the UK will adopt the reports findings. The full report can be seen at <http://www.gov.scot/Resource/0046/00467124.pdf>

Rally Marshalling

Competence of Marshals – experience and training

49. Marshals are key individuals at all rallies and absolutely integral to safety for spectators and others at the event. It is essential that they are equipped with the necessary skills, experience and knowledge to manage safety. The Review Group considers that the training, education and briefing of those marshals requires specific attention and improvement beyond the current established practice.

50. A new marshals' licensing scheme should be introduced by the MSA and should include the following elements:

- o Require rally marshals and trainee marshals to register with the MSA;
- o Require all marshals to undertake mandatory basic training;
- o Allow a trainee registered marshal (i.e. prior to undertaking training) to marshal at events when buddied with marshals from their own club who have undertaken basic training;
- o Require trainee marshals to gain experience working with licensed marshals through a formalised buddy scheme where experience is recognised and recorded;
- o Allow a licence to be issued once basic training is undertaken with a marshal then entitled to marshal at events on their own.

51. Initial basic training for all volunteer marshals, incl. on safety risks and spectator management, should be compulsory within a set timescale e.g. the first 6 or 12 months of volunteering. The buddying scheme should set out the numbers of events the trainee needs to attend. Existing marshals should be required to undertake training and to obtain a licence. Training should continue to be free at point of access. We would discuss the implementation of this further with the MSA with a view to it being feasible and proportionate for clubs to implement.

52. Refresher training e.g. annually should also be required. This could potentially take place online with hands-on training every two years.

53. Training available should include:

- ☐ People Management
- ☐ Handling conflict e.g. with spectators who refuse to obey safety instructions;
- ☐ Communication;
- ☐ Resilience;
- ☐ Consequences of serious accidents and information on how to behave if first on scene;
- ☐ The Marshal's own safety.

The MSA recently set out their designated competencies for marshals. We also recommend that the MSA reviews those designated competencies to ensure that safety is given an important recognised place and that 'timing', 'radio' and 'sector' marshal are not the only available progressions from "trainee marshal".

Marshals - Recruitment and Retention

54. The problems of recruiting new marshals and retaining existing volunteers are fully recognised. Rallying suffers from an ageing population of volunteers and with problems engaging younger people in the sport with the time and financial commitments required. We recommend that, in addition to the above, the Association of Scottish Car Clubs (with the MSA) considers implementing a marshalling partnership scheme. This would see a central body responsible for potentially co-ordinating marshalling requirements for events, operating a marshals register, providing a way to record the experience marshals gain and providing an incentive scheme with points awarded for volunteering that translate to end of season rewards (e.g. tickets to events etc.).

Continued on Page 48

"SPECTATOR SAFETY AT MULTI –VENUE STAGE RALLIES IN SCOTLAND"

Continued from Page 47

Marshals – Powers

55. Currently marshals have no powers at all and this can cause problems where spectators refuse to co-operate and move from a dangerous area (or move back). These issues are covered in paragraph 27 onwards above. The Scottish Government is prepared to further explore the issue of conferring some limited powers on specified marshals including how that might be achieved.

Marshals - numbers

56. At the planning stage, it is important that the rally organisers and rally officials discuss and agree the appropriate number of marshals required, even if this isn't finalised until close to the event. However, there is no current requirement to set out the number of marshals on each stage or at each marshalled point and this information is not included in a written safety plan, although the requirement for radio marshals at mandatory points is included. Generally, stage commanders and the Chief Marshal will deal with this but, as marshals are volunteers, numbers available for a stage may not be finalised until the night before the rally starts.

We recommend the following:

- o A new requirement in regulations that safety plans must stipulate the minimum number of both radio marshals and marshals per stage based on an assessment of the risk and that the stage cannot run if that number is not available;
- o That the safety plan should identify the main marshalled locations on each stage;
- o That individuals who are signed on as trainee marshals on the day of a rally are buddied under the buddy system and given an induction by the marshals they are working with on the day.

Marshals - Role and Training of Medical Volunteers (and Rescue/Recovery Marshals

57. Training and organisation of medical volunteers for rallies has been organised and promoted by Dr John Harrington in Scotland. We would support the Scottish approach promoted by Dr Harrington i.e. emergency medicine trauma courses available throughout the UK. The training courses, including fire, crew extradition, winch recovery and related procedures, which are currently undertaken in Scotland for Rescue and Recovery Crews, should be acknowledged and promoted.

58. We recommend that **first aid training** is made available in future for drivers and co-drivers.

I was barely sitting down when I heard a voice from the other stall saying: "Hi, how are you?"

I'm not the type to start a conversation in the men's restroom but I don't know what got into me, so I answered, somewhat embarrassed, "Doin ' just fine!" And the other guy says: "So what are you up to?" What kind of question is that? At that point, I'm thinking this is too bizarre so I say: "Uhhh, I'm like you, just traveling!"

At this point I am just trying to get out as fast as I can when I hear another question. "Can I come over?"

Ok, this question is just too weird for me but I figured I could just be polite and end the conversation. I tell him, "No.....I'm a little busy right now!!!"

Then I hear the guy say nervously...

"Listen, I'll have to call you back. There's an idiot in the other stall who keeps answering all my questions!!!"

How do you kill a circus?

Go for the juggler.

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or w.wilmer@btinternet.com

Pontus Tidemand, driving a Ford Fiesta RRC, outpaced all the favoured World Rally Car drivers to win the short ice-covered first test around the town's Färjestadstravet horse trotting track. Tidemand enjoyed the best of the conditions in the night's opening heat, as two cars at a time raced around the track, to top the standings by 0.3sec.

Conditions at the stage start deteriorated with every pairing as drivers struggled to gain traction when the lights turned green. Mads Østberg didn't let that deter him as he defeated Sébastien Ogier in the night's headline heat to claim second fastest time in Citroën's DS 3, 0.3sec behind Tidemand. Jari-Matti Latvala then beat Kris Meeke to claim third in a Volkswagen Polo R, a tenth of a second behind Østberg, and Thierry Neuville was fourth in a Hyundai i20. Andreas Mikkelsen overcame a brush with a snow bank to take fifth, 0.7sec from the lead.

After the debate about thawing snow and the best position in the start order, Sébastien Ogier gave an early indication that opening the road wasn't a bad place to be by winning Friday's opening two stages at Rally Sweden. The championship leader topped the times through Torsby by 2.7sec in his Volkswagen Polo R from team-mate Jari-Matti Latvala. He then outpaced Andreas Mikkelsen by 2.2sec in Rödén to open a 7.8sec lead. Mikkelsen was third overall, despite dropping a few seconds after clipping a hay bale in a Torsby chicane. Consistent performances in both tests put Mads Østberg fourth in Citroën's DS 3, just 1.3sec behind his fellow Norwegian and 1.9sec ahead of team-mate Kris Meeke.

There were plenty of early incidents. Ott Tänak lost 10sec after burying his Ford Fiesta RS in a snow bank near the finish of SS2, while debutant Kevin Abbring lost 1min 30sec in his Hyundai i20 when he missed a corner after his glasses steamed up. Lorenzo Bertelli dropped nearly two minutes in SS3 after driveshaft issues left his Fiesta RS in front-wheel drive only, while Robert Kubica, Hayden Paddon and Michal Solowow all overshot a junction and had to reverse back onto the road.

Sébastien Ogier ended Friday morning at Rally Sweden with a 9.1sec lead after topping the timesheets in three of the four special stages. Having won SS2 and SS3, he conceded fastest time to Volkswagen Polo R team-mate Jari-Matti Latvala in Finnskogen, before winning the Kirkenær test despite a startline glitch. Andreas Mikkelsen and Mads Østberg continued their all-Norwegian duel for third. Mikkelsen held the edge over the DS 3 driver by 2.4sec despite struggling to turn his Polo R into corners. Thierry Neuville was isolated in fifth, but the Belgian was frustrated with his times. He was 17.2sec clear of Kris Meeke, who slipped behind the Hyundai i20 after losing 30sec with a spin in Finnskogen. Seventh-placed Elfyn Evans admitted he was searching for the 'sweet spot' with his driving, while team-mate Ott Tänak was a place behind despite 'driving as fast as I possibly can'. Robert Kubica and Martin Prokop completed the top 10.

Just outside the leaderboard was a frustrated Hayden Paddon. The Kiwi is effectively driving the injured Dani Sordo's i20 with the Spaniard's set-up due to key parts being linked to other rallies and said he had no confidence with the set-up. Jari-Matti Latvala then slashed Sébastien Ogier's Rally Sweden lead to just 1.0sec as the Frenchman endured two troublesome stages following the mid-leg regroup.

The windscreen wipers on Ogier's Volkswagen Polo R failed in the second pass through the Kirkenær stage, allowing team-mate Latvala to reclaim 5.8sec of the Frenchman's lead. Ogier worked on the following liaison section to make repairs but finished the following Finnskogen test with a smashed windscreen and buckled bonnet. Yuriy Protasov was the surprise winner of Kirkenær, the Ukraine driver's first WRC stage victory. Lorenzo Bertelli, who struggled with just front-wheel drive in his Fiesta RS after a driveshaft problem, retired at the regroup after SS5.

Ogier started the Torsby test with a 2.9sec advantage over Volkswagen team-mate Latvala and was the first to suffer near the start when he made a mistake and braked too late for a junction, hit a snow bank and got stuck, dropping 40s and into fourth place. Then it was Latvala's turn, the Finn ditching his Polo R just 400 metres from the finish and losing 8min 30sec before spectators manhandled his car back onto the road.

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Continued from Page 49

Second fastest Mikkelsen headed to Karlstad for the final stage of the leg with a 19.7sec lead over Thierry Neuville, who claimed fastest time in his Hyundai i20 by 1.0sec. Mads Østberg dropped time to them in both tests, and the DS 3 pilot is 0.9sec further back. In trouble on the previous stage was Elfyn Evans who lost almost two minutes and fell from sixth to 10th. Martin Prokop has lost fourth gear in his Fiesta RS but the Czech driver is up to seventh. Mikkelsen battled handling issues on snow and ice-covered forest roads in Sweden and Norway to hold a 19.1sec advantage over Thierry Neuville, putting himself in a strong position to net his maiden FIA World Rally Championship victory.

The Norwegian clipped a chicane with his Volkswagen Polo R early in the day, and was astonished to leap from third to first following the troubles that befell championship leader Ogier and Latvala in the penultimate special stage. Ogier won three of the opening four stages to build a near-10sec lead but faulty windscreen wipers allowed Latvala to close. The gap fell to a second when Ogier's bonnet flipped up and cracked his windscreen after he forgot to secure it while trying to repair the wipers before the test. Then he became stuck in a snow bank after braking too late for a junction and dropped 40sec before regaining the road in fourth place. For a few brief minutes Latvala led, but the Finn ditched his car 400 metres from the finish of the same stage. It took spectators over eight minutes to manhandle the car back onto the road and he ended the leg in 23rd. Neuville endured a frustrating morning as conditions benefited the earlier starters, but the Belgian steered clear of trouble in his Hyundai i20 to overhaul Mads Østberg and the Volkswagen duo in that penultimate stage. The gap between the pair is just 0.3sec.

Østberg fought tooth and nail with Mikkelsen throughout the day but dropped time this afternoon left him 19.4sec off the lead. Ogier was 5.3sec behind the Norwegian, while Ott Tänak overcame an early morning off to climb to fifth in a Ford Fiesta RS. Hayden Paddon was sixth, the Kiwi effectively driving the injured Dani Sordo's i20 with the Spaniard's set-up, and he struggled initially to find confidence in the handling.

Martin Prokop lost fourth gear in his Fiesta RS but the Czech was seventh, ahead of Ukraine's Yuriy Protasov, who claimed his maiden stage win. Henning Solberg and Elfyn Evans completed the leaderboard, although the Welshman was sixth until he beached his Fiesta RS on a snow bank. Kris Meeke lost three minutes after going off while debutant Kevin Abbring dropped 90sec when he left the road after his glasses steamed up. Robert Kubica drove most of the afternoon with only front-wheel drive while Lorenzo Bertelli retired with driveshaft issues.

Thierry Neuville's stage-winning drive on Saturday's Vargåsen test not only earned him the lead of Rally Sweden, it also set a new record for the longest jump at Colin's Crest.

Every year thousands of spectators gather to watch cars speed over the snow-covered crest, with an award named in honour of 1995 world champion Colin McRae going to the driver who flies the furthest.

The crowds watched Neuville make history with a monster 44 metre jump in his Hyundai i20 World Rally Car. The flight smashed the previous record of 37metres, set by Ken Block in 2011, and eclipsed Andreas Mikkelsen's 41metre effort on the first pass through Vargåsen.

Event organisers have presented the award annually since 2008. This year they changed the rules to make jumps on both passes through Vargåsen eligible, rather than nominating just one. Thierry Neuville delivered a masterful drive through Saturday's final speed test to snatch a slender lead at Rally Sweden. Armed with new spiked snow tyres on the front of his Hyundai i20, he blitzed rivals Andreas Mikkelsen and Sébastien Ogier to turn a 7.3sec deficit into a 1.5sec advantage with one day remaining in this second round of the FIA World Rally Championship. Daylong leader Mikkelsen held second in a Volkswagen Polo R and teammate Ogier was just 8.1sec further back in third. Neuville was more than 30sec adrift of Mikkelsen after three of today's eight snow-covered special stages near Hagfors.



Continued from Page 50

But the Norwegian, who admitted to feeling the pressure of chasing a maiden WRC win, gave away 20sec after touching a snow bank and spinning. Conditions favoured Neuville in the afternoon as the early starters cleared slush off the driving line, and neither road opener Ogier nor Mikkelsen could hold the Belgian at bay as his clever tyre strategy paid dividends. After restarting Saturday morning in fourth, Ogier was up to second within two stages, slashing Mikkelsen's lead to 1.7sec after his team-mate's mistakes. Slushy roads cost valuable seconds this afternoon but he remained poised to attack in Sunday's final leg. Mads Østberg lost third place after slamming Citroen's DS 3 into a bank in the opening stage and puncturing the left rear tyre. Gearbox problems hindered him all day and he is 53.4sec off the lead in fourth. Ott Tänak consolidated fifth in a Ford Fiesta RS and Kiwi Hayden Paddon improved the feeling with his Hyundai i20 to stay sixth, more than a minute behind. Martin Prokop was seventh, despite almost rolling his Fiesta RS after it landed on its nose at a jump. Elfyn Evans held off Kris Meeke in eighth, Meeke grabbing a stage win this afternoon. Yuriy Protasov completed the leaderboard, despite dropping 30sec after going off. Jari-Matti Latvala's troubled weekend continued when he dropped 45sec after spinning into the snow and the Finn ended the day in 17th.

Andreas Mikkelsen regained the lead of Rally Sweden in the opening special stage of Sunday's final leg after intercom problems delayed Thierry Neuville.

He moved ahead by 3.8sec in his Volkswagen Polo R, although fastest time went to team-mate Sébastien Ogier, who was now only 6.8sec off the lead. Østberg lost more than five minutes after burying Citroen's DS 3 into the snow midway through. The Norwegian said his car's handbrake didn't work.

Robert Kubica restarted with a five-minute penalty after stewards found the engine in his Ford Fiesta RS exceeded the maximum permitted turbo boost. His team said it could not control the boost level as the mapping was supplied by engine supplier M-Sport, to whom it had reported the issue twice.

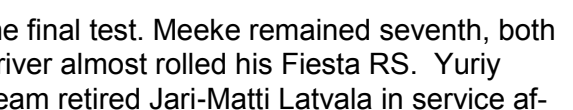
Sébastien Ogier claimed a thrilling last-gasp victory at Rally Sweden on Sunday after team-mate Andreas Mikkelsen spun away a maiden WRC victory almost within sight of the finish.

In the most exciting WRC finale for years, Ogier kept his cool to overturn a 3.0sec deficit in the final 15.87km special stage, while holding off Thierry Neuville in a titanic three-car tussle through the snowy forests of central Sweden.

Just 4.6sec covered the trio heading to the final live TV Power Stage. Interim times showed Mikkelsen remained on target to win as he entered the final section of the stage, but his Volkswagen Polo R touched a bank and was dragged into deep snow. Ogier was already at the finish line and punched the air as news of Mikkelsen's mistake was relayed to him, the Frenchman beating Neuville by 6.4sec.

Neuville led going into the final day but was happy with second. An emotional Mikkelsen recovered to take third, 33.4sec behind Neuville, and the Norwegian said: "We gave it all in the last stage, but there was a bank full of snow and we were stuck. We tried and hopefully we'll get more luck next time."

Neuville led going into the final day but a faulty intercom and a brush with a snow bank earlier this morning allowed Ogier through, and the consistent Belgian was happy with second after the final stage showdown. Ott Tänak finished fourth in a Ford Fiesta RS after Citroen's Mads Østberg lost more than five minutes buried in a snow bank in this morning's opening stage. Hayden Paddon, replacing the injured Dani Sordo, scored a career-best fifth in another i20. Elfyn Evans was sixth after Kris Meeke's determined effort to displace him ended in a high-speed spin in the final test. Meeke remained seventh, both Britons having relegated Martin Prokop to eighth earlier when the Czech driver almost rolled his Fiesta RS. Yuriy Protasov and Østberg completed the leaderboard, while the Volkswagen team retired Jari-Matti Latvala in service after the final stage.





Duo claim creditable seventh place in opening event of the WRC season



BARROWFORD'S Daniel Barritt and driver Elfyn Evans opened the World Rally Championship with a seventh place finish in the Rallye Monte Carlo – but an accident thwarted their hopes of faring even better.

Evans and co-driver Barritt are competing together in the championship for a second season and were on course to finish a highly impressive fifth in the opening rally of the year in Monaco and France, with even fourth place not beyond them.

Fourth was their highest finish in their first season together but they suffered a setback on stage 11 at the weekend when their Ford Fiesta RS WRC clipped a wall, causing damage to the rear suspension.

The duo resourcefully fashioned a temporary repair, however, allowing them to avoid retirement and carry on.

The event had a ceremonial start on the famous streets of Monte Carlo before climbing into the snow of the French mountains.

Evans and Barritt had set a target this year of increasing their speed in all 13 rounds of the championship and they achieved that, with only their accident causing them to fall short of last year's sixth-placed finish at the rally.

They posted the third fastest time in stage three as well as a number of fastest split times.

Evans said: "There's a feeling of what could have been at the end of this event.

"The potential was definitely there to do more, but there were a couple of silly mistakes on my part – one of which was extremely costly.

"We had some very good tyre choices throughout the weekend, but then again some weren't quite so good so there are some things to learn.

"Overall the speed has been good and that is definitely a big positive that we can take from the weekend. We can also see where we went wrong, which is important for the future.

"I'm looking forward to coming back and having another go at the event next year."

Evans' M-Sport team-mate, the Estonian Ott Tanak, finished 18th after slipped down a steep embankment on stage 10.

M-Sport team boss Malcolm Wilson said: "The result is not what it could have been, but I have been extremely impressed by both Elfyn and Ott.

"They have the speed, but they also have the will and the determination to succeed."

"They'll never give up and that's what will see them go far.

"Needless to say that the whole team is extremely encouraged by the huge potential they both possess."

Reigning world champion Sebastien Ogier claimed victory

Felipe Massa enjoyed most of 2014 in his Williams.

The 1st lap of the German GP may not be one of his favourites



LARA (Land Access & Recreation Association)
The people who fight on our behalf about access to Forests, Whites, Bridleways etc etc now have a Face Book page.

<https://www.facebook.com/pages/Motoring-Organisations-Land-Access-Recreation-Association-LARA/138728708158110>

Kirkby Lonsdale MC

Devils Own

Classic & Targa Rally
Was 29th March

It has been postponed until the

4th of October



CARLISLE RALLY

25th APRIL

COMPACT PIRELLI RINGS THE CHANGES

2015 is a year of big changes for the Pirelli Carlisle Rally with a new format, new rally headquarters, a new championship and lots of new challenges for to look forward to but the organising team are determined to deliver the quality event for which they are renowned and which earned them the title, "Best Organised Rally", in the 2014 British Rally Championship. The rally is again a round of the Mintex MSA British Historic Rally Championship and, for 2015, also welcomes competitors in the West Wales Rally spares RAC Championship along with the Motoscope Northern Historic and SG Petch AN-ECCC contenders.

This will be the 23rd consecutive year that the rally has enjoyed the enthusiastic support of Pirelli Tyres, their invaluable help and assistance being integral to the continuing success of the event, something the organisers are immeasurably grateful for. 2015 also sees the involvement of Carlisle City Council, the host city offering a genuine welcome to all competitors.

The 2015 Pirelli Carlisle Rally format is extremely compact, indeed, that may be a bit of an understatement, with 50 stage miles and only 75 road miles in total, in fact, from the stop line of SS.1 to the rally finish there are only 27 road miles !. the rally will begin with the traditional ceremonial start in Carlisle City Centre, an event which always draws huge crowds of spectators, however, once the competitors arrive at SS.1 it is all about packing in as many stage miles in as short a time as possible with the first car due to finish outside the picturesque Kielder Castle (1.8 miles from the end of SS.6) before 15:30.

All service arrangements will be in the Kielder area with three separate venues catering for competitors plus there will be a dedicated trailer park. Rally Headquarters will be in Kielder Castle while the rallies Media Centre and Information Point will be located close by in the Anglers Arms Inn.

Kielder Forest is a name steeped in rallying folklore, it has been used for as long as there has been forest rallying and was, for years, the backbone of countless Lombard RAC Rallies

It is a place to be respected, the fast straights giving way to blind brows and deceptive bends with the legendary "Kielder Ditches" always awaiting those who get it all wrong. It promises to a spectacular venue making this years Pirelli Carlisle Rally another runaway success.



Daniel Barritt in strong Swedish showing

DANIEL Barritt and Elfyn Evans showed the determination that will see them go far on the Rally Sweden.

Overcoming early issues, the M-Sport pair recovered well to secure sixth place overall on round two of the World Championship.

The pair displayed a vast increase in speed from this time 12 months ago – proving that they have the pace in their Ford Fiesta RS WRC to challenge for a spot in the the top five on snow.

Indeed were it not for an encounter with the snow banks through the second pass of Rödjen (SS8) which cost them almost two minutes to the leading pack, they would have been within sight of a podium position.

"It's been an event of two halves," said Welshman Evans who was co-driven by Barrowford's Barritt. "We made a mistake which cost us a lot of time on Friday and we struggled to find the confidence at times, but generally I think we've learnt a lot and we were able to show some pretty good pace towards the end.

"We only do one snow rally a year and this is only my second so it all bodes well for the future. I'm really pleased with the progress we were able to show here and I think we've proved our potential on this surface.

"On the whole, I think we did a good job. I actually enjoyed it a lot more than I thought I would and we had a great battle with Kris (Meeke).

"We had a good feeling in the car and everything just came together as it should."

Evans finished ahead of Meeke after a close battle over the final stages and the sixth place finish the pair achieved ensured they climbed into sixth place in the Championship standings ahead of the next round in Mexico early next month.

Team Principal, Malcolm Wilson OBE, added: "It all bodes well for the future and after this result I am sure that they will both head to Mexico with their confidence that little bit higher."

2015 NESCR0 Classic Challenge

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
Tests, Regular & Pre Plot Navigation
Birnham, Perthshire
Colin Wallace 07443 573155
saltireclassicrally@btopenworld.com

14th March

Hexham Historic Rally

Hexham & District MC
www.hexhammotorclub.co.uk
Night Navigation
Hexham, Northumbria
Ed Graham 01661 833167
edgraham@btinternet.com

29th March

North Yorkshire Classic

York Motor Club
www.yorkmotorclub.co.uk
Tests & Regularities
York, North Yorkshire
David Ruddock 07552 615004
davidruddock123@btinternet.com

12th April

Ilkley Jubilee Rally & Run

Ilkley & DMC
www.jubilee-rally.org
Tests, Regularities and Navigation
with Alternative Run
Ilkley, Yorkshire
Henry Carr 01274 586461
carrh@btinternet.com

2nd / 3rd May

Berwick Classic

Berwick & District MC Ltd
www.berwickmotorclub.co.uk
Tests & Regularities
Berwick upon Tweed / Whitekirk
Stuart Bankier 01289 382025
stuart@sbankier.wanadoo.co.uk

14th June

Great Glen Rally

Highland Car Club
www.highlandcarclub.co.uk
Tests, Regularities
& Simple navigation
Fort Augustus / Inverness
Dave Spence
Dave.spence47@btinternet.com

14th June

Shaw Trophy

Whickham & District MC
www.wdmc.org.uk
Tests, Regularities & Navigation
Morpeth, Northumbria
Ronnie Roughead 01661 886845
r.roughead@btinternet.com

29th June

Lake District Classic

Wigton Motor Club Ltd
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
David Agnew 01946 841455
davidwagnew@aol.com

18th July

Summer Lanes Rally

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

9th August

St Wilfrid's Classic Rally

Ripon Motorsport Club
www.riponmotorsportclub.co.uk
Tests, Regularities & Navigation
Ripon
Sam Wainright
info@riponmotorsportclub.co.uk

6th Sept

Durham Dales Classic

Durham Automobile Club
www.durhamautoclub.org.uk
Tests Only
Nissan, County Durham
Lindsay Burnip
poshbirdincontrol@sky.com

20th Sept

Doonhamer Classic Rally

South of Scotland CC
www.soscc.co.uk
Event Type
Tests and Navigational, Dumfries
Roland Proudlock 07824 847383
rolandproudlock@annandalefinancial.co.uk

4th October

Devils Own

Kirkby Lonsdale MC
www.klmc.org.uk
Tests, Regularity and optional Run
Kirkby Lonsdale, Cumbria
Mike Kirk 01539 728832
MIKEKIRKRALLYING@aol.com

18th October

Solway Classic Weekend

Wigton Motor Club Ltd
www.wigtonmc.co.uk
Tests and Simple Navigation
or optional Run
Cockermouth
Graeme Forrester 01900 825642
graeme@gtforrester.freemove.co.uk

The Targa Challenge Rounds are :

Saltaire Classic Rally

Devils Own

Berwick Classic

Great Glen Rally

Lake District Classic

Summer Lanes Rally

Durham Dales Classic

Doonhamer Classic Rally

Solway Classic Weekend

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- ALLOY SPARE WHEEL POST
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- FULL LENGTH GRP 4 SUMP GUARD
- 2 HAND HELD EXTINGUISHERS
- LIFELINE MECHANICAL FIRE EXTINGUISHER PLUMBED IN
- HELMET AND MAP NETS
- PAIR HELLA 3000 GAS DISCHARGE SPOTLIGHTS WITH BRACKETS
- PAIR HELLA 3000 GAS DISCHARGE DRIVES WITH BRACKETS
- VALEO 97AMP ALTERNATOR WITH MOUNTING BRACKET FOR PINTO OR YB
- 5 RS1600/MEXICO EARLY SLOTTED 5.5J STEELS WHEELS IN PRIMER
- 6 RS1600/MEXICO LATE SCULPTED 5.5J STEELS WHEELS IN PRIMER
- 4 mk3/4 CORTINA SCULPTED WHEELS AND TYRES
- RRS GRP RACE SEAT AS NEW NO BRACKETS
- SPARCO SUEDE DEEP DISH STEERING WHEEL
- COSWORTH YB CAMBELT COVER
- 1 PAIR NEW BOXED WIPAC CLEAR HEADLIGHT LENSES 7INCH MINI/ESCORT ETC

MITSUBISHI SPARES

- E4/5/6 BOLT IN TRACK DAY FULL CAGE POWDER COATED ORANGE
- E6 RS TRIM – MAINLY COMPLETE
- E6 RS STANDARD DOWNPIPE AND CAT
- MB SPRINTER LWB ROOF RACK
- BMW E39 M5 EXHAUST SYSTEM

CONTACT RICHARD HARGREAVES

TEL. 07967188727

Trackrod MC Lookout Stages

12th April

Melbourne Airfield

The 25th running of the Lookout Stages is due to run on 12th April at Melbourne Airfield. Being the 25th anniversary we are hoping to make the event a bit special - the plan is to run a total of 70+ miles over 8 stages. Further work on improving the venue is underway with further concreting proposed prior to the Lookout.

Regs are on the club website

www.trackrodmotorclub.co.uk

Get your entries in quickly!

Flying Scotsman Rally

Friday 17th April

to

Sunday 19th April

The 7th edition of the Flying Scotsman Rally for Vintage is running from Friday 17th April until Sunday 19th, starting at Oulton Hall, Leeds and carving its way northwards over the Yorkshire Moors with an overnight halt at Newcastle. Saturday sees the event motor through the Scottish Borders with off-road tests, regularity and time controls sections to finish the day at Edinburgh. Sunday takes in more of the same in and around the Perth area finishing at Gleneagles in the mid afternoon.

Numerous marshals will be required, especially for Saturday and Sunday, so if you can work a Liege chip-timer clock, then regularity or time controls are available, but if not, tests are required to have cones observed.

In all instances please contact Chief Marshal/Bob Hargreaves: bob.hargreaves@btinternet.com and you can check the 110+ entrants on [http://www.endurorally.com/pages/flying ... rally-2015](http://www.endurorally.com/pages/flying...rally-2015)

Harlech and District Motor Club

**MERFYN HUGHES MEMORIAL
RALI LLYN 2015**

21st/22nd of March

Harlech and District Motor Club are pleased to announce that the 2015 Rali Llyn will run on the 21st/22nd of March.

The event will consist of 110 miles 100% tarmac on map 123 with all 90 controls manned.

This event is also a qualifying round of the W.A.M.C / A.N.W.C.C / W.B.C.C and Glynne Edwards memorial Championships 2015.

Information about the regs and entry form will be posted on here and club facebook page as soon as they are available.

We look forward to welcoming you on the 21st.

CHELTHENHAM MOTOR CLUB
GET IT SIDEWAYS
STAGES RALLY
DOWN AMPNEY

Saturday 4th April 2015

Cheltenham Motor Club would like to invite you to compete in our multi-use stage rally at Down Ampney Airfield, Nr Cirencester, Gloucestershire.

The event will be run over a maximum of

10 stages

and approximately 48 stage miles of
aging sealed concrete surface for an entry fee of
£205.00

Entries are limited to 65 cars to ensure that delays between stages are kept to a minimum.

Entry Secretary

Phil Cork

entrysec@cheltmc.com

07596 336831

Chief Marshal

Matt Langford

cmc_marshall@cheltmc.com

07837196063

Regs : www.cheltmc.com



Hi Everyone, if any of you are over Lancashire/Yorkshire way we are holding an all vehicle show on the 24th May. We are currently looking for vehicles to display, sponsorship and trade stalls if any of you are interested full details on our website www.pendlepowerfest.com. It would be great to get the support of some of the local car clubs and get a good range of vehicles down to the show.

The 6 time Guinness world blindland speed record holder Mike Newman will be joining us, we are running scenic classic bus trips around the countryside plus we have a good range of cars booked in already including an Impeza Time Attack, Lotus, Ferrari, Rolls Royce and a proper Knight Rider KITT Trans-Am plus hopefully a few current and past WRC monsters and loads more. Please get in touch if you have any questions

The Border Counties Rally **21st March**

The Border Counties Rally will see a significant change of direction this year by becoming the first since its resurrection in 1997 to have the complete route north of the border. Only 7 miles of the roads were used last year, 3 stages are unused by any event since 1999 and have only seen one rally car in the period since. Most current drivers will not have been in these forests! Some older navigators however may have...

We also have a new hard standing central service area with cafe and toilets on site, this will be visited twice during the day.

As well as being round 2 of the ARR Craib MSA Scottish Rally Championship and the opening round of the Ecosse Challenge, we also welcome competitors from the HRCR Motoscope Northern Historic Rally Championship, the ANECCC SG Petch Stage Rally Championship, the Border Challenge and for the first time, the Five of Clubs Championship.

The event remains based in Jedburgh with scrutineering, start and pipe band finish ceremony outside the Town Hall Rally HQ.

The route will see competitors leave the Jedburgh start for two stages in the familiar forests near Bonchester before returning to Jedburgh for a short regroup and the first visit to the new service area. Then a loop of almost 20 miles of stages in forests that the majority of competitors will not have driven before. A second visit to service is then followed by a final stage near the Carter Bar before competitors return to Jedburgh for the final control, pipe band and champagne spraying in the shadow of the Abbey.

Early indications are that the event will be extremely popular and the inclusion of new stages is generating interest from competitors who have not previously entered the event. Further details of the route will be included in the regulations which are now available at

www.bordercountiesrally.co.uk

An online entry system will operate once again.

The organising team from Hawick & BCC and Whickham & DMC look forward to extending you a very warm Borders welcome to a new challenge on classic roads

Aberyswyth & District Motor Club. **Cambrian Hyundai Night Owl Rally** **18th/19th of April.**

Welcome to the Cambrian Hyundai Night Owl Rally organised by Aberyswyth & District Motor Club.

This year we promise to provide an enjoyable 100 mile route with competitor satisfaction in the forefront of our mind whilst planning the event.

The event will again start early with test-like sections prior to the main route.

After taking onboard competitors comments last year we have created a compact route with only a handful of smooth whites and classic roads!

With the unfortunate demise of the Principality Rally, the Night Owl Rally will return closer to its original date and will now take place on the 18th/19th of April.

Regs : www.aberystwythmotorclub.co.uk

Rally North Wales

28th March 2015

A host of local and national businesses have stepped forward to support the new-look Rally North Wales which will be held in Dolgellau on 28th March 2015. The North Wales Rally Services – Weir Laundry Equipment RNW Stages, fondly known as Rally North Wales will form part of the MSA Pirelli Welsh Rally Championship and will use the same forestry complex as the final round of the FIA World Rally Championship, Wales Rally GB. Thanks to the support and assistance offered by a wealth of businesses across the country, the Wolverhampton and South Staffs Car Club (WSSCC) organised event will be a compact and cost effective event that offers the opportunity to compete on some of the best stages in the country for minimal outlay. Joint title sponsors North Wales Rally Services from Pwllheli have stepped forward to support the event which has previously formed a round of the British Rally Championship and their local ties will ensure competitors are offered the best stages and a compact route. Director Robin Jones is behind the event support and says the rally is great for local and national competitors. "Rally North Wales has a great heritage and Dolgellau is a perfect town to host the event" he says. With such fantastic stages so close by, we are proud to be involved in the event and it's new look format". Alongside the rally preparation services company, Weir Laundry Equipment Limited from Chepstow in Monmouthshire also becomes joint title sponsors for the March rally. The company has a background full of rallying heritage and WSSCC Chairman Guy Weaver is proud to welcome the family run business on board for the event. "It's fantastic to have Weir Laundry Equipment Ltd as joint title sponsors this year" he said. "The entire Weir family have been involved in rallying for many years and it's great to align the heritage of Rally North Wales with the rallying history in their family. It shows that the format we have created is popular and sustainable for the future". Rallying legend Gwyndaf Evans, father of WRC star Elfyn has also pledged his support for the event by offering his local car dealership Gwyndaf Evans Motors as rally headquarters throughout the event. Alongside the host of stage sponsors and event backers, the rally organisers are confident of a wide ranging a bulging entry for the third round of the MSA Pirelli Welsh Rally Championship. "We are overwhelmed at the support we have received from everyone to allow the event to run again after a difficult two years" said Clerk of the Course Richard Hinton. "The new look format offers a cost effective event with a compact format to ensure minimal cost for the competitors in these tough times. We can offer 40 plus stage miles with just 60 road miles to link the Dyfi and Gartheiniog forestry complex together and all for an entry fee at around £450. It's a real back to basics approach and concentrates on giving the competitors a day's rallying for minimal fuss."



ROSKIRK STAGES RALLY

1ST MARCH 2015

THREE SISTERS CIRCUIT

ASHTON IN MAKERFIELD.

Although this year's event will follow a similar format to previous years, with 12 stages on this 'sealed surface' venue covering approximately 26 stage miles., we have got some new developments to benefit you the competitor.

- The Roskirk Stages is now included in the SD34 MSG Championships following BSSMC's recent return to the SD34 MSG.

This is in addition to the regular ANWCC and 6R4.com championships the event also promotes.

- We are also offering an incentive to competitors who enter BSSMC's Keith Frecker Memorial Stages Rally at Weeton in June, in that any fully paid and signed on entry to the Roskirk stages will automatically qualify for a £25 discount from an entry at Weeton in June. We are again pleased to see the Roskirk F1000 Junior Stages running alongside the Roskirk Stages for our rally stars of the future.

The combined entry between the 2 rallies will be 65 cars so please make sure you enter in plenty of time in order to guarantee a run.

Once again our online entry system together with detail of entries received will be available on our website: <http://www.bssmc.com>

May we also remind competitors that there are rule changes again in the 2015 MSA Blue Book, so you are advised to check these and ensure your vehicles are up to spec. before attending scrutineering.

Regs : www.bssmc.com

Morecambe Car Club

7th March 2015,

The Malcolm Wilson Rally

(Cumbria) Marshals required for Hobcarton, contact Derek Shepherd at derekshepherd12@btinternet.com

15th March

Bobby Parkes Tour & Tests

25th April 2015,

The Morecambe Tour,

contact John Pinches or Bob Cordingley.

25/26th July 2015,

The Morecambe Rally,

contact Danny Cowell

24/25th October 2015,

The "Illuminations" Rally,

contact Derek Shepherd
derekshepherd12@btinternet.com

Port Talbot Motor Club Ltd
The opening round of the
2015 REIS MSA Asphalt Championship.
Melvyn Evans Motorsport
Tour of Epynt
8th March

We would like to thank Melvyn Evans for supporting this year's event.

This year's rally will also form part of the 2015 J D Tyres Welsh National Tarmacadam Championship and the Quantum Tuning 2015 King of Epynt.

For 2015 the event is based at the Castle Hotel in Llandovery. The route will consist of approximately 80 special stage miles over 7 stages, with one central Service Area. The event will start on the Epynt Ranges & Finish at the Castle Hotel Llandovery, where the awards ceremony will take place.

Despite continued cost increases, we have kept the entry fee down to the 2013/2014 price and have opted to use JELF Insurance to reduce the cost to you the competitors.

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

Regs, Entry Form & Online Entry Form are available to download <http://www.ptmconline.com/downloads.html>

Malton MC
Ryemoor Trophy rally
7/8th March

Regulations and online entry are now available for the 2015 Ryemoor Trophy rally.

at : maltonmc.co.uk

The event offers 150 miles of straight forward plot and bash road rallying on some excellent roads, many not used by the event for a number of years. Whites have been kept to a minimum with no car breakers and nothing that can't be traversed in a standard car.

For regs and online entry visit maltonmc.co.uk

As ever marshals are essential for the successful running of the event and anyone willing to come out should contact Dave Cobley via marshals@maltonmc.co.uk.

Malcolm Wilson Rally
Saturday March 7th
MARSHALS WANTED

It's that time of year again! Can I please request the pleasure of your company for the 40th running of the Malcolm Wilson Rally?

The event runs on Saturday March 7th and Msport will be open as usual for scrutineering, food and the accessories shop on the Friday afternoon/evening. There are 6 venues though the Lakes so I am looking for all the radio crews I can get!

If you are available, please reply to this email or phone me on 01539 731469 or 07795 253563 (before 9pm please!)

Hope to see you on the event

Cheers

Dave Brodie davebrodie1@googlemail.com

HEXHAM & DISTRICT
MOTOR CLUB
BIG CHANGES IN STORE
FOR JOHN ROBSON
March 14th

The John Robson Rally, a round of the SD34 Road Rally Championship and the new Premier Rally Championship, will undergo a radical shake up following feedback from competitors who competed on the 2013 event, with the aim of making the rally more straightforward and competitor friendly. Forget jogularity, delirary, London Road Books and other head scratching formulas, this event will be pretty straightforward with the challenge being in the classic roads it runs over.

A date change sees the event now running on March 14th while a change of location will see the rally moving further West and running mainly on OS sheet 86 while the organisers are hoping to reinstate the popular "City Centre" start on the cobbled streets around Alston Market Square, England's highest market town, providing the local council have finished their planned refurbishment of the area. The John Robson will retain its early evening start, with the possibility of a couple of tests getting the proceedings underway. The bulk of the event will, however, consist of a 90+ mile road section over the finest Cumbrian and Northumbrian roads with route instructions issued at the start and halfway point.

One major change will be to the Route Boards used on the event, these are being totally redesigned and, apart from being larger, clearer and easier to see, will be located in sited that are adjacent to the route and easily visible to crews. Also totally redesigned are the rallies time cards, easier to read and follow, there should be fewer errors a great help to the results crew as they seek to produce times and positions ever more promptly.

As ever, and in keeping with its title of "*The World's Friendliest Rally*", the John Robson will finish at a warm and welcoming country hostelry, Nentheads atmospheric Miners Arms, where the usual Hexham "After Rallye" supper will be enjoyed, along with a glass or two, before the awards presentation. The organisers are confident that 2015 will see them continue to keep the event entry fee below £60, making it outstanding value and well within the reach of the clubman competitor.

For Regs & further details please contact
Ed Graham. e-mail

Edgraham01@sky.com

Regs also available to download at
www.sd34msg.org.uk

Knutsford and District Motor Club

Tour of Cheshire

6/7th March 2015

"2015 will be our twelfth running of the Tour of Cheshire. A daylight Historic Road Rally comprising of a number of special tests and regularity sections organised by a team of regular road rally competitors from Knutsford and District Motor Club Ltd. The event is based about nine miles south of the historic city of Chester and runs on scenic lanes of Cheshire, Shropshire and Staffordshire.

The event format will be similar to our previous events on the basis of 'if it ain't broke don't fix it'. The route will use areas we have not visited before as well as some we've not used for some time. In view of the planning permissions gained on two of our old favourite special test locations we will be using them both as it may well be the last time before they are covered in houses.

Talking of special tests we are trialling a new scoring system for the tests, one which will probably be adopted by the HRCR for their championship in future years. I would particularly draw your attention to the test groups and scoring system referred to in sections 5 and 17 of the supplementary regulations below.

Signing on will take place at the Bickerton Poacher Inn, Bulkeley, SY14 8BE (MR 117/524 545) where Friday night food (at a reasonable price) will be available. Trailer parking will be available, for those who must, at Beeston Cattle Market which is a few miles away.

We are pleased to welcome HRCR Championship contenders but our event is designed to be suitable for both novices and experts. There will be no 'plot and bash' and the overall schedule will be relaxed. We will issue some handy navigational tips but there should be nothing to trick you in the instructions given.

Please note the entry fee includes morning coffee, lunch and a hot prize giving buffet supper.

Knutsford and District Motor Club are extremely grateful to our regular sponsors for their invaluable support and I would urge you to use their services as this, hopefully, will see their continuing support in the future.

To encourage entries from pre-1960 cars you will note we are again giving special awards for this class of vehicle.

The North West Air Ambulance has again been chosen as our nominated charity (we have now raised some £13,000 for them) and I hope you will join our efforts to support this very worthwhile cause. Once again, we expect to have a good attendance from some of the rallying names of old from the ranks of Ecurie Cod Fillet – and there will be some 'entertainment' by a rally celebrity prior to the prize-giving.

Our organising team and I look forward to welcoming you to Cheshire. If you have any questions please do let us know, and if you cannot compete then why not offer to marshal?

Mike Harrison, Clerk of the Course"

Documentation: www.tourofcheshire.co.uk/

ILKLEY JUBILEE HISTORIC RALLY

Newsletter January 2015

Welcome to the Ilkley Jubilee Newsletter with details of the event on Sunday 12th April



2014 Jubilee winners John Ruddock and Andy Pullan

Sunday April 12th

Event Regulations will be published on 10th January. They will be emailed out to previous contenders and be available on the event website.

We are using the Millstones on the A59 west of Harrogate as the start and finish venue along with a test venue last used in 90's and some regularity route not used on the event before.

On line entry via the website www.jubilee-rally.org opens on 10th January. You can contact the Entries Secretary Sheena Tullie on 01274 569631 (after 16:00)

There is 95 miles of regularity with the navigation using a tulip roadbook issued at the start and some plot and bash en route. More details of the types of navigation on the website.

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



Morecambe Car Club

The Morecambe Car Club Tour

25 April 2015



Welcome to the 2015 Morecambe Car Club Tour. This is the first year of running this event which will take place on Saturday 25th April on some of the roads used in rallies of yesteryear passing places of interest on route. You will also be able to test your driving skills on a couple of driving tests if you require an adrenalin rush these will not be timed just a bit of fun! There will also be a quiz with questions on route and prizes given to the top 3 cars. So come along, have a bit of fun and nostalgia. The finish will be at the packet boat Bolton-le-sands where you can finish the day with a meal provided and a noggin and natter.

For more information www.morecambecarclub.org.uk
Or email morecambecarclub1950@gmail.com
Phone Bob 07 969 668 434 or John 07 824 991 845

morecambecarclub.org.uk



A QUALIFYING ROUND OF THE 2015 HERO CUP IN ASSOCIATION WITH EFG



NEWCASTLE

BLACKPOOL

THE 14th RALLY OF THE TESTS

5th - 8th November 2015

WWW.HFROEVENTS.FI



**Weston Park,
22 March. 2015**

Regs :

www.owenmotoringclub.co.uk/

Welcome to the 19th running of the AGBO Stages Rally at Weston Park. We are pleased to announce that the event will be the second round of the AWMHC Heart of England Stage Rally Championship. Once again we will be utilising the tricky new stretch of road owned by Bradford Estates.



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

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Bill Wilmer 07973-830705

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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!!



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THE HUNTSMAN RALLY SATURDAY JULY 4TH 2015.

Carlton and district motor club.

The event will keep to the popular format of previous years and again run under separate permits to enable historic, modern and clubman cars to take part.

Early enquiries to secretary of the meeting at
vince.cdmc@gmail.com

Devizes & D M C 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] 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

www.ddmc.co.uk

Druidale Motor Club Limited (DMC) and Manx Auto Sport Limited (MAS)

will promote a series of Clubman status 'Navigational Rallies' through 2015.

Additional information to comply with these Common Supplementary Regulations including Permit will appear in each Event's 'Final Instructions' document.

Date	Organising Club	Event Title	Entries Close at 8pm
21/3/15	DMC	March Rally	Wed 11/3/15
11/4/15	DMC	Mayflower Rally	Wed 1/4/15
3/10/15	MAS	Bridge Rally	Wed 23/9/15
24/10/15	MAS	Cushag Rally	Wed 14/10/15
21/11/15	DMC	Ed Inston Memorial Rally	Wed 11/11/15
12/12/15	MAS	Liz Lawson Winter Rally	Wed 2/12/15

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



Bradford Classic & Performance
Rally 2015

www.seetickets.com/event/bradford-classic-performance-rally

Organisers of this year's Bradford Classic Rally, Motion Motorsport have amended the classification of cars for the August event in order to accommodate the wide variety of machinery whose owners have expressed an interest in taking part.

Having been inundated with expressions of interest since registration opened in February, the August event is now offering places to cars from the 60/70's, 80/90's and 00's to present day to ensure all interested crews can be accommodated.

Utilising a 1.3 mile stage that will be active throughout the day, the rally will offer the opportunity for crews to exhibit their cars as they are meant to be seen, in front of a bumper crowd

"We have been thrilled by the number of enquiries we have received and we have some stunning cars already looking to take part."

"In addition to those, we have also received approaches from a number of cars that didn't fit in our existing categories, so to offer as varied a field as possible, we have decided to open up the event to new categories"

"The rally is shaping up to be a very popular event and we're looking forward to being able to make some further exciting announcements in the near future."

Any drivers or co drivers interested in running at the Bradford Classic Rally, should email info@motionmotorsport.co.uk with your name to receive a competitor invitation pack. Traders / Exhibitors and car clubs should email trade@motionmotorsport.co.uk With places limited, the organisers are encouraging interested crews to register early.



Gazzard Accounts Ltd

**Clitheroe
& District
Motor Club**



PRIMROSE TROPHY

Navigational Rally



**25/26th 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**

Early March 2015

**Mat Kiziuk
07718-054838**

**Maurice Ellison
07788-723721**

Pendle District Motor Club &
Garstang & Preston Motor Club
**Lee Holland Memorial Trophy Rally
& Lee Holland Junior Stage Rally**

Anglesey Circuit,

Anglesey

22nd March 2015

A Qualifying Round of :

- **ANWCC Stage Rally Championship 2015**
- **ANWCC All rounders Stage Rally Championships 2015**
- **ANWCC Ladies Stage Rally Championships 2015**
- **ANCC Tarmacadam Stage Rally Championship 2015**
- **SD34 MSG Stage, Individual & League Championships 2015**
(Supported by Gazzard Accounts)
- **Formula 1000,**
- **Kick Energy Junior Formula 1000 Rally Challenge 2015**
- **Anglesey Rally Challenge 2015**

Regs : sd34msg.org.uk

or : pdmc@clara.co.uk

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) 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**

Gemini Communications Team

www.geminicommunications.org.uk

Bill Wilmer 07973-830705

w.wilmer@btinternet.com



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SPEED TABLES

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Acknowledgements

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

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

A Special mention of gratitude to
ALL THE PEOPLE WHO DO SEND IN REPORTS,
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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

SD34MSG

Wednesday 18th March

(3rd Wednesday of every other month)

8-00pm,

Hartwood Hall Hotel, Chorley. PR6 7AX

Just off M61 at J8 : 109 / 583 181

ANCC



Monday 6th April

2015

8.00pm

Cleckheaton Sports Club, BB19 3UD

Just off Chain Bar Roundabout Junc 26 of the M62

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**



ANWCC

Association of North Western Car Clubs

Next Meeting

Monday May 11th 2015

8.00pm

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

www.anwcc.org

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 **April** edition is **Saturday the 28th March**

which is due out on **Tuesday 31st of March**

PLEASE Email Reports etc. to

Maurice Ellison at : sd34news@gmail.com

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