

February 2015 spotlight

sd34msg **Prize Presentation Night** **with Adam Morgan** **of Ciceley Racing**



www.sd34msg.org.uk

Volume 05 Issue 01 February 2015 Maurice Ellison



Motor Sport Group

Chairman's Chat

Well the new season has kicked off with an autosolo, a PCA and a stage rally, the first 3 of a total of 69 events in the calendar. There was concern that with many more sprints and hillclimbs we should have created a separate championship as we had several years ago but we will see how it goes this year and probably introduce it for next year. However with only a maximum of 8 scores to count competitors doing sprints and hillclimbs have just as much chance of winning an award as those doing autotest/autosolo/PCA's so don't be put off get registered.

Last Friday we had our 2014 Awards Presentation Evening which those in attendance thoroughly enjoyed. Many thanks to our special guests Adam and Kieran from the Ciceley Mercedes TOCA BTCC Team and to Mick at aframe engineering and Rod and his team for organising it. Congratulations to all the award winners but particularly to the winner of our very special award, the Brian Molyneux Award, our fantastic '**spotlight**' editor Maurice Ellison. To be nominated for this award the person has to have made a significant contribution to motorsport over many years and Maurice, who has been involved in the sport from grass roots to the top level for as long as anyone can remember, turning his hand to any aspect from club committee to competitor to organiser to trainer is a fully deserved recipient, well done.

We are going to have a belated Sunday lunch to celebrate the 50th anniversary of the group so please see the details inside but note numbers are limited.

Over the last couple of weeks I have been hearing all sorts of issues on social media but all I can say is 'if you must use social media then be very careful what you write as it might back fire and remember anyone including those high up in our sport can access it'.

Best regards,

Les Fragle,

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



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Middleton, Manchester. M24 2WT

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SD34MSG - Member Clubs & contact details

Accrington MSC

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Blackpool South Shore MC

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Bolton-le-Moors MC

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Knowldale CC

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Tel. : 07977-140315
Website : www.knowldale.co.uk



Lightning MSC

Contact : Andy Rhodes
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Tel. : 0800 781 2167

Lancashire A.C.

Contact : Chris Lee
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Website : www.manxautosport.org



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U17MC-NW

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Stockport061MC

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Wallasey MC

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Warrington & DMC

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Wigan & DMC

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Website : www.wiganmotorclub.org.uk



2300 Club

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Website : www.2300club.org





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

07718 051 882 steve.johnson@csmaclub.org

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



Hexham & DMC

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



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



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 February 2015 | North West Stages Rally, Weeton |
| 7th March | Tour of Cheshire (Classic Rally),
Chowley Oak, Chester |
| 29th March | SMC Stages, Weeton |
| November | WRGB |

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.



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

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

MINI MIGLIA

14th March 2015

Knowldale car club, will be running the Mini Miglia 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

Legend Fires North West Stages 6/7th February

Looking for at least 8 marshals to run flying finish and
stop line on the North West stages on Saturday 7th..
Let's get Knowldale back on the north west rallying map.

WALLASEY MC



The Club Meets at
9-00pm
Every Monday at
Port Sunlight Village Social Club,
Bridge St, Port Sunlight CH62 4UP

Scatter Rally Championship Final Round of 2014 Revised Date 2nd February 2015

Due to permit & RLO approval delays, the final round of the 2014 Championship, originally scheduled for 19th January, has been re-scheduled for Monday, 2nd February. The RLO has also requested that auxiliary spotlights are not used.

It will use OS Map 116 (Denbigh & Colwyn Bay) and will be organised by Stephen Turner (0798 363 1195 or SteTurner98@GoogleMail.com) and Neill Cousins. If you would like to enter the event, please let Stephen know as soon as possible.

LANCASHIRE A.C.



17 Dec 2014

LAC Christmas Party 2014

We had a great time again at the LAC Christmas party at Whalley Golf Club. This year, alongside the usual great meal and fantastic company, we were wonderfully entertained by the delightful Grand Children's Choir who serenaded us as we ate. What an amazingly talented group of youngsters; we were all enchanted.

6 Feb 2015

113th Annual Dinner, Dance and Awards - 2015

To get you all in the swing for 2015, please come and join us at the Annual bash – Dinner, Dance and Awards Evening on Friday 6th February. Great Food, Great Venue, Live Jazz & Soul Music, Excellent Company.

Garstang & Preston MC

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



10th Feb
Neil Simpson

Neil Simpson will be at the club for a 2014 season review and post NWStages Q&A

8:30pm start

WARRINGTON & DMC

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



Legend Fires North West Stages 6/7th February

We need your Help!! -

With just weeks to go this is a call to members to come and assist your club run the Fleetwood Waterfront Special Stages on the Legend Fires North West Stages - Saturday 7th February.

This year the stage will run in the opposite direction to that of the last few years and it will be a later start with marshals signing-on at 9:30am in time for the demo runs of Group B cars at 10:30am.

Please get in touch with Steve Prince or William O'Brien if you can attend and they will provide all the info.

MARSHALS WANTED



I am still looking for help in running the Weeton stage on Saturday 7th February, particularly for the Arrivals/Start line, so if anybody can help, please contact me on
ken@stockport061.co.uk
or 07771 742 692.





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 February
Member Profile
Chris Day

Tuesday 10th Feb
Committee Night
 The second Tuesday of each month is Committee night.

Tuesday 17th Feb
Legend Fires
North West Stages
Forum

Tuesday 24th Feb
Feb. Scatter Rally
Map 103
 Start & Finish : Waddington
 For Entry Ring Moz 07788-723721
 Or email : sd34news@gmail.com

Tuesday 3rd March
Kev Hayworth
 Everything you ever wanted to know about competing on Classic Rallies



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



January 2015 Clubnights

Christmas Sweater & Table Top Tuesday 6th January



Winner of this years 'Worst Christmas Sweater' Competition was Matt Worden. (See Photo left : Christmas Pud complete with flashing lights)
 Terry Martin & Chris Woodcock easily won the Table Top Rally and only dropped 47 seconds, Second Place was Steve Butler (over 20m. behind)



Trevor Roberts : Tues 20th January



In 1962 Trevor attended the inaugural meeting of Clitheroe & DMC. He was Club Chairman for more years than he cares to remember (21 years) and is now the Club President. His first foray into motorsport was autotesting but moved on to do rallies. First Rally was the Hall Trophy (named after Charlie Hall) where Trevor finished 2nd O/A. His Competition cars have been a side valve, split screen Morris Minor, followed by an Austin A40 before buying his first Mini Cooper.



Roy Honeywell used to Navigate for him but when Bill Honeywell wanted to go rallying Trevor had to find a replacement. An eager 18yr old asked if he could have a go and Trevor found, probably, his best Navigator : Ian Grindrod. Trevor retired from Rallying in 1982 when Ian signed as a works Co-Driver. One year Trevor competed in more than 25 events. Best Rally : The Shunpiker. 120 Car Entry, Stages during the day then a Road Rally at night. (Fred & Steph Mason 1st O/A, Geoff Smith 3rd, Trevor & Roy 5th)
(must get Trevor to do Spotlight On)



Scatter Rally : Tues 27th January



8 crews tackled the January Scatter Rally organised by Mat Kiziuk & Maurice Ellison. Starting at Forton Services & finishing at Waddington using O/S maps 102 & 103. Matt Broadbent & Oliver Bates were winners despite only getting 3 of the clues but only had 2 minutes of time penalties. Other crews ignored the need to be back within the set time & incurred up to 43 mins of penalties

Clitheroe & DMC

2015 Membership Renewals are now due
 You can download an application form from the Club Website
www.cdmconline.com
Still only £10

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 the Chief Marshal for the **Chris Kelly Memorial Rally** and 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



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www.geminicomunications.org.uk ,

Bill Wilmer 07973-830705,

w.wilmer@btinternet.com

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
Clitheroe & DMC			
Bolton-le-Moors CC			
U17MC-NW			
Warrington & DMC			
Wigan & DMC			
Garstang & Preston MC			
Pendle & DMC			
Stockport061 MC			

Division B

Club	Points	Div	O/A
High Moor MC			
CSMA (NW)			
Bury AC			
Lightning MSC			
Manx AS			
Lancashire A.C.			
Accrington MSC			
Wallasey MC			

Division C

Club	Points	Div	O/A
Hexham & DMC			
Liverpool MC			
Blackpool South Shore MC			
Knowldale MC			
Larne MC			
2300			
Motorsport NW Ltd			
Mull CC			

Last Updated

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

Non Race/Rally Championship

O/A Competitor pts Club

U18 Championship

O/A Competitor pts Club



SD34 MSG Provisional 2015 Road Rally Championship Rounds

First of all, season's greeting and thank you for your support of the SD34 Championships during 2014. To whet your appetite for next year, below is the provisional list of Championship events for 2015. Two invited events have yet to be confirmed.

Regs are already available for the first round,

Rali Bryniau Clwyd, and can be downloaded from their website www.bbmc.org.uk/main_menu.htm

In the hope that you would want to be part of the 2015 championship, the SD34MSG Championship registration form. is on Page 9 or you can download it from www.sd34msg.org.uk

We look forward to seeing you all again in 2015. **One over half to count (Best 8 Results)**

All the best.

Steve Butler (Road Rally Championship Coordinator) steven.butler9@btinternet.com

Date	Club	Event	Venue / Notes
21 Feb	Broughton/Bretton MC	Rali Bryniau Clwyd	Maps 116 / 117
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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SD34MSG
50th Anniversary Dinner
22nd February 2015
3 Course Meal
Meet 12:00 Noon for 1:00pm
Old Stone Trough Inn
Colne Road
Kelbrook
BB18 6XY



For Tickets contact
Rod Brereton : pdmc@clara.co.uk



£17.50 pp

SD34MSG Calendar for 2015

<u>Date</u>	Type	League	Club	Title	Venue - Notes
06+07-Feb	Stage Rally	Yes	Motor Sport (NW) Ltd	Legend Fires North West Stages	Lancashire
15-Feb	Autosolo	Yes	AMSC	U17MC Autosolo 1	Blackburn Services, M65 Jt 4
15-Feb	Autotest	Yes	AMSC	U17MC Autotest 1	Blackburn Services, M65 Jt 4
15-Feb	PCA	Yes	AMSC	U17MC PCA 1	Blackburn Services, M65 Jt 4
21/22-Feb	Road Rally	No	Broughton-Bretton MC	Rali Bryniau Clwyd	Maps 116/117
21-Feb	Stage Rally	Yes	Clitheroe & Dist MC	Jack Neal Memorial Rally	Blyton airfield, Lincs
1-Mar	Stage Rally	Yes	Blackpool SSMC	Roskirk Stages	3 Sisters, Wigan
07/08-Mar	Road Rally	No	Malton MC	Ryemoor Trophy Rally	Yorkshire
14/15-Mar	Road Rally	Yes	Hexham & Dist MC	John Robson Navigation Rally	Northumberland
15-Mar	Autosolo	Yes	Bolton-le-Moors CC	Bolton March Autosolo	Makro Preston
15-Mar	Autotest	Yes	Bolton-le-Moors CC	Bolton March Autotest	Makro Preston
15-Mar	PCA	Yes	Bolton-le-Moors CC	Bolton March PCA	Makro Preston
22-Mar	Stage Rally	Yes	PDMC / GPMC	Lee Holland Stage Rally	Anglesey circuit, North Wales
28-Mar	Gravel sprint	No	Mull Car Club	Rally Time Trial	Isle of Mull - not championship round
29-Mar	Stage Rally	Yes	Stockport 061 MC	JC Motor Services SMC Stages	Weeton Barracks
12-Apr	Autotest	Yes	Larne MC	Autotest 1	
25-Apr	Sprint	Yes	Liverpool MC	Aintree Spring Sprint	Aintree
25/26-Apr	Road Rally	Yes	Clitheroe & Dist MC	Primrose Trophy Rally	Lancashire-Yorkshire
3-May	Sprint	Yes	Larne MC	Sprint 1	
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
10-Jun	Autotest	Yes	Larne MC	Autotest 2	
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
19-Jun	Hillclimb	Yes	Larne MC	Cairncastle Hillclimb 1	Cairncastle
20-Jun	Hillclimb	Yes	Larne MC	Cairncastle Hillclimb 2	Cairncastle
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
27-Jun	Sprint	Yes	Liverpool MC	Jack Neal Memorial Sprint	Aintree

Continued on Page 14

SD34MSG Calendar for 2015

<u>Date</u>	Type	League	Club	Title	Venue - Notes
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 2	Blackburn Services, M65 Jt 4
19-Jul	Autotest	Yes	Under 17 MC NW	U17MC Autotest 2	Blackburn Services, M65 Jt 4
19-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 2	Blackburn Services, M65 Jt 4
25/26-Jul	Road Rally	No	Morecamber CC	Morecambe Rally	Invited event -
2-Aug	Autotest	Yes	Larne MC	Autotest 3	
2-Aug	Sprint	Yes	LAC	3 Sisters Sprint	3 Sisters, Wigan
16-Aug	Hillclimb	Yes	Pendle & Dist MC	August Hillclimb	Scammonden Dam, Huddersfield
19-Aug	Autotest	Yes	Larne MC	Autotest 4	
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
04+05-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Promenade
5-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree
13-Sep	Autosolo	Yes	Bolton-le-Moors CC	Bolton September Autosolo	Makro Manchester
13-Sep	Autotest	Yes	Bolton-le-Moors CC	Bolton September Autotest	Makro Manchester
13-Sep	PCA	Yes	Bolton-le-Moors CC	Bolton September PCA	Makro Manchester
26/27-Sep	Road Rally	Yes	Clitheroe & Dist MC	Hayhursts Clitheronian Rally	Lancashire-Yorkshire
27-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks
03/04-Oct	Road Rally	No	Sheffield & 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		Yes	Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs
6-Dec		Yes	Accrington MSC	Winter Autosolo	Blackburn Services, M65 Jt 4
6-Dec		Yes	Accrington MSC	Winter Autotest	Blackburn Services, M65 Jt 4
6-Dec		Yes	Accrington MSC	Winter PCA	Blackburn Services, M65 Jt 4

Key

Confirmed 2015 date

Date
tbc

Changes

SD34 MSG AWARD WINNERS 2014



NON RACE/RALLY CHAMPIONSHIP

1st Overall:	STEPHEN KENNEL	(CDMC)
1 st Class A:	Andrew Williams	(U17MC)
1 st Class B:	Steve Price	(BLeMCC)
1 st Class C:	Steve Lewis	(CDMC)
1 st Class F:	Steve Johnson	(U17 MC)
2 nd Class A:	Steve Butler	(CDMC)
2 nd Class B:	Roger Barfield	(U17 MC)
2 nd Class C:	Daniel Barker	(CDMC)
2 nd Class D:	Simon Robinson	(U71 MC)

UNDER 18 CHAMPIONSHIP

1st Overall:	Scott MacMahon	(U17 MC)
2 nd : Overall	James Williams	(U17 MC)

ROAD RALLY CHAMPIONSHIP

Driver

1st O/A Driver:	PETE TYSON	(CDMC)
1 st Expert Driver:	Richard Hunter	(AMSC)
2 nd Expert Driver:	Mark Standen	(GPMC)
1 st Semi-Exp Driver:	Dave Whitaker	(CDMC)
2 nd Semi-Exp Driver:	Pete Jagger	(BleMCC)

Navigator

1st O/A Navigator:	NEIL HARRISON	(CDMC)
1 st Expert Navigator:	Paul Taylor	(CDMC)
2 nd Expert Navigator:	Richard Crozier	(GPMC)

STAGE RALLY CHAMPIONSHIP

Driver

1st O/A Driver:	ANTHONY DIXON	(PDMC)
1 st Class A Driver:	Steve Johnson	(U17 MC)
1 st Class B Driver:	Gary Jakeman	(HMMC)
1 st Class D Driver:	Jack Darbyshire	(GPMC)

Co-Driver

1st O/A Co-Driver:	RYAN MOYLER	(PDMC)
1 st Class A Co-Driver:	Steve Butler	(CDMC)
1 st Class B Co-Driver:	Matthew Jakeman	(HMMC)
1 st Class C Co-Driver:	Matthew Kendall	(GPMC)

INDIVIDUAL CHAMPIONSHIP

1st OVERALL:	STEVE PRICE	(BleMCC)
2 nd Individual:	Andrew Williams	(U17 MC)
3 rd Individual:	Steve Johnson	(U17 MC)

MARSHALS CHAMPIONSHIP

1st OVERALL:	JEZ TURNER	(CDMC)
Joint 2 nd Marshals:	Les Fragle (GPMC)	and Ken Wilkinson (S061MC)

SD34 MSG INTER-CLUB LEAGUE

1st OVERALL CLUB:	CLITHEROE & DISTRICT MOTOR CLUB
1 st Div A:	BOLTON LE MOORS CAR CLUB
1 st Div B:	GARSTANG & PRESTON MOTOR CLUB
1 st Div C:	HIGH MOOR MOTOR CLUB

Best Road Rally of 2014

Primrose Trophy Rally	(Clitheroe & DMC)
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BRIAN MOLYNEUX AWARD

Maurice Ellison	(Clitheroe & DMC)
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SD34 MSG Prize Presentation Night : 30th January



Rod Brereton (Pendle & District MC) interviews our guest for the evening : Adam Morgan of Ciceley Racing



The Backroom Crew.
Without their help we couldn't have run the Awards Night

Adam Morgan started his Motorsport career, aged 8 in karts and competed up until he was 16 in cadets, Junior TKM and Junior Max. He then gave up Karts to concentrate on his A levels and to play Rugby. He played rugby for the county. Got back into Motorsport in a MK1 Mexico and contested the National Historic Rally Championship. He went to a track day with his dad and his dad thought that Adam might have sufficient talent to make a go of circuit racing and so a Ginetta G50 was acquired. Adam finished 6th O/A in his first year. Spurred on by this success a Ginetta G55 was next and with the G55 won the championship. The prize for winning the championship was a fully funded drive in the BTCC (probably the biggest prize in UK motorsport for many years). His first year in BTCC was with Speedworks in a Toyota Avensis. Not Adams finest hour. He actually described it as a bit of a disaster with too many mechanical breakdowns and too many crashes which he blames on himself for a lack of experience and lack of knowledge of working within a team. His second year in BTCC was in the same Toyota Avensis but under the banner of Ciceley Racing where he finished 7th O/A and 3rd Independent (also managed to get a 3rd place at Oulton Park) Last Year Adam moved to an A Class Mercedes (only fitting as Ciceley are Mercedes Truck Dealers) with Ciceley Motorsport with backing from Wix Filters although no backing from Mercedes. 2014 proved to be a very competitive year with seven champions on the grid including Alain Menu (who the Ciceley team refer to as 'that French Frog' even though he is Swiss : Not the way to win friends and influence a former champion) and Fabrizio Giovanardi. Adam finished the season in 10th O/A and 6th Independent and also managed his first outright victory in BTCC at Brands Hatch



Junior Under 18 Championship : Scott MacMahon



Clitheroe & DMC
Overall League Champions
 Collected by Steve Lewis
 Who also won :
 1st in Class C Non Race/Rally

SUNDAY 22ND FEBRUARY
50th Anniversary Dinner
Old Stone Trough Inn
 Colne Road
 Kelbrook
 BB18 6XY

12:00 for drinks etc to sit down at 1:00 pm for the meal.
 I need to know numbers for the Wednesday previous
 (18th February). **Open to everybody**

The menu is below.

Cheques/postal order to SD.34 Motorsports Group to
 me with the names and choices of meal et etc.
 It is at the OLD STONE TROUGH (KELBROOK) on
 the A56. Mr. 103/475440..please check the reference
 with a "romer"...I have just guessed it, it is the "PH"
 just on the outskirts of KELBROOK

MENU

Home made leek & potato soup
 Prawn cocktail served with brown bread and butter
 Black pudding, crispy bacon served
 with grape & apple chutney

Roast beef & traditional trimmings
 Fillet of haddock served with chorizo mash and a
 prawn & parsley sauce

Brie & Almond crumble
 Homemade chocolate pudding served
 with mint custard
 Hot apple pie served with custard
 Vanilla ice cream

Rod Brereton
pdmc@clara.co.uk

Photos Courtesy of Neil Johnson
Lancashire Telegraph



Bolton-le-Moors CC : 1st Division A League



Garstang & Preston MC : 1st Division B League



High Moor MC : 1st Division C League



Steve Price (BLMCC)
 1st O/A Individual Championship
 Plus 1st Class B None Race/ Rally



Anthony Dixon : 1st O/A Driver Stage Rally



Ryan Moyler : 1st O/A Co-Driver Stage Rally



Pete Tyson : 1st O/A Road Rally Driver



Neil Harrison : 1st O/A Road Rally Navigator



**Ian Farnworth
1st S/E Road Rally Navigator**



**Steve Butler
2nd Class B None Race/ Rally
1st Class A Stage Co-Driver**



Andrew Williams
1st Class A Non Race/Rally
& 2nd O/A Individual Championship



Daniel Barker : 2nd Class C None R/R



Richard Crozier
2nd Exp Road Rally Navigator



Marshals Championship : 1st Jez Turner
Joint 2nd Les Fragle & Ken Wilkinson



Steve Johnson
1st Class A Driver Stage Rally
& 3rd O/A Individual



Stephen Kennell : 1st O/A None Race/Rally

Winter Classic 2015

Having finished both the Throckmorton Challenge and Rally of the Tests in October and December last year the need to keep the adrenalin levels up was grabbed with both hands when the opportunity to enter the Winter Regularity Rally scheduled for Saturday 3rd January came about.

It was being advertised as an ideal rally for novices and would be slightly different in that it would start at lunch time and finish approximately 7 hours later in the evening. An event that could be accommodated within one day for most people.

For this event I had enlisted my Daughter Elinor Tutchter to navigate while I enjoyed the pleasure of driving my Mk 1 Mexico NUT 42M. Elinors experience on the maps was only one event old in that she sat next to me on the Throckmorton Challenge in October, however this events route was defined by a simple tulip road book. The Winter Classic Rally would be Plot and Bash with the main controls given out as soon as documentation was completed, up to 1 hour before the start. This event would test Eli's resilience to the full as she has always stated that she would not be able to read maps on the move due to motion sickness! I didn't tell her about the brown paper bags on the back seat!!

We set out from a very damp Somerset at 8 am and arrived in good time at the Railway Tavern in Hungerford on the way set the trip meter in the car to the measured mile designated by the organisers. We run Roamer Time and Roamer Time + trip meters in the car and find them very easy to set up.

Scrutineering completed we signed on and received the main control map references to plot. Eli set about plotting the information that sets out the backbone of the event. 30 minutes before our due start time we collected the detailed route information, Eli was expecting a tulip road book, what we received was 8 pages of route instructions described by Grid lines, spot heights, herring bones and 3 marked maps. Eli developed a headache at this point!!! We were surrounded by many more experienced 'plotters' so Eli used the knowledge pool and cemented a couple of new friendships as her plotting, in some cases was more accurate than theirs! It was only possible to plot the first 2 sheets before the off.

Our due start time was 12.15 pm, with rain still sheeting down we drove the short distance across Hungerford Common to TC2, the start of the first regularity. At the head of the field were Paul Crosby and Andy Pullen in a Porsche 911, they were favourites to win as Andy has been at the top of his game all last year. We were seeded 15th and ahead of us at 8 were the experienced crews of Tony Sheach navigated by Rachel Wakefield in the Triumph TR4, at 12 was Bernard Northmore and Duncan Stonier in the beautifully prepared Healey 3000 at 14 John Griffiths & Rob Henchoz in the Volvo Amazon. Behind us at 16 was Chris Head and David Barwell in a very careworn but purposeful Dolomite Sprint followed by Barry and Paul Marsh at 17 in the beautiful Triumph Vitesse.

The route took us south towards East Woodhay on OS Map 174 via a long way round triangle, to find the hidden control. At our first timing point we were 1 second early, we were in equal 4th place! From here we headed for Old Burghclere via the narrow lanes, arriving at TC5 14 seconds to the deficit which put us down to 10th overall, not as easy as it seems! The next section of the route was described by a twisted herringbone. Eli sorted this section very efficiently even to the point of spotting a mistake on the route instructions. We were doing well, the route headed west on OS Map 185 using all the twisty lanes north of Whitchurch and on to Huntsbourne Tarrant via Dunley and Binley. Although we dropped quite a bit of time on this section, as did those around us. From here we ran north of Andover via Hampshire Gate then south to Weyhill onto OS Map 184, at this point we were getting closer to the meat of the event that is Salisbury Plain.



Photos by Tony Large, www.tonymlarge.net



Continued on Page 21

Winter Classic : Continued from Page 20

Once the map change was negotiated we headed south to Luggershal and into Amesbury to the Antrobus Hotel for the meal halt. At the halfway point we were lying 10th overall and 3rd in class on 238 penalties. Chris Head in the Dolly was lying 5th, and Rob Henchoz in the Volvo 7th. We were ahead of Tony Sheach in the TR4 who was I think lying 12th at this stage. Bernard Northmore was having a nightmare having missed 3 controls but the Vitesse was very close to us. We had made a couple of errors but had realised in time before too much damage was done. Things were going fairly well.

In the first half the roads were awash with water with many deep puddles and a great deal of mud on the road. Tyre selection was critical, the Mexico was sitting pretty on a set of new Maxsport Mud and Snow tyres which were more than capable of handling these conditions however, with Salisbury Plain beckoning they would be tested to the full.

An hour later we set off north over the A303 to Larkhill and Durrington to head onto Salisbury plain.

The two marked maps designated the route with a series of way points with instructions. In daylight it would be fairly easy but at night it was a different matter. The roads on Salisbury plain are a mixture of gravel interspersed with Tarmac sections, the main difficulty is that often there are three roads running side by side, again accurate navigation is critical as the route often crossed over or looped back. Timings was at 30mph but in reality this is hard to achieve on the loose surface. The LSD earned it's keep on these sections and I have to admit this was the highlight of the event for me. Eli was almost flawless on these sections although she was not sure at the time. We were fighting and swapping places on the road with the Triumph Dolomite of Chris Head and David Barwell and the Triumph Vitesse of Barry and Paul Marsh. We did miss one control on a hidden triangle and one wrong approach which cost us 300 penalties but others were having the same issues. At one point at the end of the second marked map there was 6 cars convoy, albeit travelling at speed as we had all made the same mistake.

At one cross roads cars were seen to go every which way! We arrived and my instruction from Eli was clear, straight on, we took it at speed. At the cross roads was the Vitesse deciding which way to go and a little further on the Dolomite had wrong slotted into a very muddy track. We saw the correct turn and picked up the control point before the others could recover. A little further on was a series of turnings, we overshot by about 200 yds, returned to regaining the correct route picking up a control board on the way and almost met the Vitesse head on. Slotting left up to the next control the Vitesse followed but missed the control board in their haste to chase us. We later learned that on the next section the Vitesse took a wrong turn and became beached. The Healey of Bernard Northmore would suffer the same fate. Both failed to finish. Two down!! We also learned that Rob Henchoz had been penalised for stopping in-sight of a control, several other crews were similarly penalised. All we had to do was to keep it tidy.

Exiting Salisbury plain military roads towards the north the route instruction reverted to a mix of spot heights and grid references via at least one unmarked permissive byway, as this did not appear on the map it required good plotting and a degree of skill to select the correct route. Others fell foul here but Eli did not falter even when questioned by her Dad, are you sure!! She was right, of course, as we cruised into the control at the end of this section.

The final regularity was described by Tulip diagrams but without the direction of approach indicated other than the way the tulip was presented on the page. There were a number of long way round triangles which caught out a few. We had a few issues on this section as Eli had misread an earlier instruction and started reading the tulips from the wrong point. We were passed by three cars until Eli corrected her mistake, this gave me a further opportunity to put metal to the floor and try to recoup the lost time before the next control. Great fun and very satisfying when we reached the last control losing only 6 seconds in the process. What we didn't know was that going into this section we were ahead of Rob by some margin but 49 seconds adrift of Tony Sheach in the TR, when we checked the results later we discovered that he had collected 60 penalties on the last section to our 6 and we beat them by only 25 seconds.

Back to the finish the results were very speedily calculated and made final within 30 minutes. Paul Crosby and Andy Pullen, the event favourites were announced as deserved winners on lower penalties than we accrued in the first half! We eventually finished a very creditable 8th overall and 2nd in class behind the Dolomite of Head/Bardwell in 5th. The TR4 of Sheach/Wakefield was 9th with the Volvo of Griffiths/Henchoz 10th.

The Winter Classic Rally was a well run season opener and a credit to Roger Hunt and VCCR and we would recommend this type of event to anyone who has tried the touring events. These events are low cost and are not car breakers, however, they are, it has to be said, not for the Show Car.

By the way does anyone need some brown paper bags, needless to say they weren't needed!!!

Well done Eli. And finally, thanks to all those marshals who turned out in the pouring rain. Without you guys we wouldn't have this much fun.



Jack Frost Stages Rally

Sunday 18th January

In association with
AUTOGAS 2000
&
Cartersport

Winter arrived for the first time at Croft Circuit just in time for Darlington and District Motor Club's annual Autogas 2000 Jack Frost Stages Rally with the unexpected snow but it didn't stop Carnforth ace Arron

Newby along with co driver John Cope taking their Subaru to an impressive win, eventually edging out three times victor Chris Wise's MG Metro 6R4 by 17 seconds after a day of drama around the North Yorkshire racetrack. Ostensibly using the event as a test for the Carnforth-based TEG Sport team's gravel car, SS1 saw dry conditions with a light covering of frost but it was Wise who drew first blood, stopping the clocks 15 seconds faster than Newby as the snow clouds loomed dark overhead.

SS2 was scrapped as the weather worsened and caused a timing anomaly, although it worked against double Manx champion Newby who had stopped the clocks around two minutes quicker than his rivals so lost out as a result.

Undeterred, the Ravenol Oils and VP Fuels/Pirelli-backed TEG Sport Subaru pair hoped to claw back some time on the next stage but by now, driving sleet had replaced the snow as Newby dropped time on SS5 in the slushy conditions but spurred into action, Arron set about reducing the gap and claimed fastest time on SS6 as the rain eased. Newby took full advantage of a poor stage by Wise by setting fastest time as dusk started to fall and took a 12 second lead into the final test as the snow started once again. Not to be denied, Newby set his third fastest stage time to cement a debut victory at Croft and a 16th career win for the 20 year old.

Arron Newby: "Considering we only came to Croft to test the diffs in the gravel car, to then win the event is an absolute bonus and a mega start to the year. After the snow started to come down heavy on stage two, we had a clean enough run to come out of there two minutes ahead of all the front runners, but as more of the field went through it became a lottery and it was scrapped so I found myself in 38th position. Despite the slush, snow, ice and wet conditions, we managed to not only do the testing we needed, we also tested the new Pirelli winter tyre which worked brilliantly in the horrible conditions. First overall on the first event of the year is fantastic and a massive thanks to John Cope for navigating, he did a superb job and we had a great laugh all day. Thanks to all at TEG Sport for the support in the cold conditions and to all of my sponsors including Pirelli, VP Race Fuels & Ravenol Oils."

Stuart Newby, TEG Sport Team Owner: "Croft was used primarily as a test as we were experimenting with a new diff set up in the gravel car and with John Cope as co driver, his driving experience was vital in giving us feedback. After a steady start and having not driven the car since finishing second on last November's Premier Stages Rally, all was going well when a monumental amount of snow fell for the start of SS2. We fitted the new winter tyres that Pirelli had kindly sorted out for us last minute Friday night and put in a blinding time beating our nearest rivals by over two minutes but by the time all 90 cars had been through it the times were a lottery which resulted in stage maximums being given. A full on attack from that point saw us climb back up before taking the lead towards the end and going on to win. "



Spotlight On ARTHUR SENIOR

Editors Note : *This profile was written in 2011, so a few of the later sentences may not make sense [looking forward to competing in 2012 etc] Arthurs most recent event was the 2013 Rally of The Tests, aged 84.....he hopes to be out this year but doesn't know on which events yet. I think he was the CoC on the very 1st Illuminations in 1955...it didn't run in '56 [Suez Crisis] but he won it in '57. He was also CoC in '64 when it was a Motoring News Round [ably assisted by John Vipond & Les Cowan].*

Born in Morecambe in 1929, the younger son of the bakery family, I was educated at Lancaster Road primary, and then Lancaster Royal Grammar during the war. I served my time in the bakery before doing national service in the R.A.F., learning mechanical engineering at Weeton. I taught myself to drive – underage - by taking the bakery vans out on the White Lund airfield – all a lot quieter in those days!! After the Air Force, I started 'White Lund Motors' in a garage opposite the bakery on White Lund. I married for the first time in 1951 (far too young!) and shortly after I competed in my first rally – the L.A.C. Clitheroe rally (had difficulty finding the start – the instructions said – turn R. sp Abbey, - only when we saw the sign post on a wall pointing to the Abbey, did we realise what the instruction meant!! Needless to say, we didn't do very well!!) A week or two later I entered the Morecambe National Rally, and this was really the start of my rallying career. The car was my every day car – an Austin A40 Devon which I rallied consistently and successfully until (in 1954) – on going to the Austin works to try to get interest in a works team with Bob Baxter (my navigator at the time) I was given an Austin A40 Somerset as a thank you for the publicity I had got them. In 1952, Bob & I were approached by Arthur Caunt, Jack Shaw and Arnold Eastwood, who were forming the Morecambe Car Club, and we joined as the first two non founder members. Sadly, none of these four are any longer with us.

Nearly every weekend, and several nights a week, I was involved with either rallying, racing, organising or car preparation. A typical weekend often meant doing a race meeting (saloon cars) during Saturday, an overnight rally and an autotest event on Sunday afternoon!! With the club, I became sports secretary and went on to start the Illuminations rally, Mild & Bitter rally, and with Bob Baxter started the Novice rallies and the Leighton Hall Hill Climb, amongst other events.

One of my friends that I competed against was 'Bobby' Parkes, of the Don brake lining family – and he asked me to go as second driver on the 1958 Monte Carlo rally, but he had to withdraw the offer due to another family member insisting on going. However this wasn't a success, so I was re-instated for the 1959 event. Then 2 weeks before the rally, Bobby was taken into hospital to have his appendix removed, but to my delight was told that he could go on the rally providing that he only did a little main road driving. This meant that all the competitive driving was mine, our navigator was Geoff Howarth, and the car a 3.4 Jaguar. Never having rallied a car of the size, and never having been on the Continent, I was a little apprehensive, but soon got the hang of it, winning the Class, team award & finishing 8th overall. This meant that the future events that we entered (1959 Alpine, 1960 RAC, 1962 Monte etc.) we shared the stages & tests etc.



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'Spotlight On' Arthur Senior

Continued from Page 23

Ces Hall from Whittington was a regular navigator for me during the 50's, doing many rallies like the R.A.C., London Rally etc, and one year winning the Illuminations Rally when I had a break from organising, only to win it again as a Classic event in the 90's!! In 1959, my parents sold the bakery business, and I, with first wife Joyce, bought the Brotherswater pub at the foot of Kirkstone Pass. This slowed down my rallying phase due to work & cost, but having bought an 850 Mini, I enjoyed myself driving on Kirkstone and round the Patterdale area! A good customer at the pub – staying most weekends – was a couple called Les & Nell Cowan, both becoming keen on the rally scene after so much talk about it. They insisted that I prepare and enter their Mini-Cooper in the forthcoming Illuminations rally, being run by one Tony Mason who had taken over from me as Sports Secretary of the club. (The preparation consisted of fitting a sump guard and fitting two spot lights!!!) Mike Kempley from Leeds was navigating, and we passed the two Austin Healeys in front of us to take the lead, when, just 5 miles from the finish, the fuel pump gave up the ghost!

In 1962 I was asked to co-drive with Peter Foden (of Foden Wagons) in his wife's Mini Cooper on the Tulip rally, but with staff problems at the pub, I was unable to go at the last minute, so Peter asked me to name another Mini specialist to go in my place, so I recommended Fred Crossley from Bentham, who I had rallied against on a lot of occasions. Fred returned from the rally very disappointed that Peter wouldn't let him drive any stages (seemingly the car was as quick or quicker than the 'works' cars, but Peter drove it like his Aston Martin, and wouldn't rev it above 3000 revs, so they didn't do very well!! Fred thought that if we had been together in that car, we would have done a lot better, and enjoyed it more – so we joined forces, and rallied Fred's Cooper' getting good results in many events, including the R.A.C. etc., and forming a good relationship, resulting in my joining Fred at his Garage in Bentham, when my marriage broke up, and the Pub sold. It was through Fred that I met Dorothy. Sadly Fred's wife, Doreen, didn't seem too happy with me in the business – hence our move to Bishop Auckland. Unfortunately Fred died shortly after.

In 1963 I joined Bobby as a works driver in the Reliant Sabre team, to do the Spa-Sofia-Liege rally from Belgium, through Yugoslavia to Sofia and back. This was a really tough event, in a car that was set up completely wrong for the rough back roads, hitting a pack of Wolves at a 100mph+ and damaging our electrics, ultimately caused our retirement in the hills behind Split. (averaging 40mph over about 100 miles of road that resembled Hardknott with only one spotlight – no headlamps or sidelamps – just wasn't on!!!). Next came the 1964 Monte in the Reliant. Starting from Glasgow, all went well until we got into the south of France and the snow. Our team recce kept telling us for each timed climb that there was no snow but of course there was by the time we got there, making life interesting, until (leading the class against Ford Falcons etc.) we reached the start of the Col de Turini, where we were told by the service crew that there was a lot of snow ahead, and that we had to have snow tyres, but of course there were only four wheels available between 2 cars!. As I was to be driving I said I either wanted four tyres or non at all, but I was ruled out of order and made to have 2, but could choose whether I had them front or rear. I chose front, but they were the long deep snow type studs, and of course there was no snow!!

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Spotlight On' Arthur Senior

Continued from Page 24

Sliding and overheating the studs caused a blowout on a righthand hairpin, unheard by me due to in car noise, but heard by a photographer on the hairpin, so when I tried to come back left after the corner, the car didn't respond and went over a kerb high retaining wall until we hit tree, stopping us and we overbalanced and rolled three times downhill to drop off a 17ft, wall back on the road that we had just come up!! Luckily, apart from a cut lip and bruised ribs, we escaped unhurt!! The car was a mess, but the tough fibreglass had saved us, The car had to be recovered to England – problems with export licences etc. and the chassis was used to build a lightweight sprint car in which Bobby & I sprinted at Leighton Hall amongst other places. The 50's and early 60's saw me competing in far too many rallies and races to mention all but a few.

In early 1967, my divorce came through, and I married a wonderful widow, Dorothy, who had a son (John) to add to my two sons, Philip & David. We then sold Dorothy's Bentham house and the Brotherswater Pub, and moved to Bishop Auckland & bought a garage in Toft Hill and house in Bishop Auckland. This again curbed my rallying, until the R.A.C. wrote and asked Bobby & I to find an old car and compete in the first classic rally- the Golden Fifty Rally in 1982. We borrowed a Cooper 'S' from David Greaves in Morecambe and found it in such a bad state that I had to put all my garage staff on it for 10 days, boring the engine, fitting new rear panel, renewing all the brakes & respraying etc., and having virtually no testing time took the car on the rally. Blowing a head gasket near Donington, had to miss the circuit test, but then finished the event. Having spent so much on the car, I bought it and completed the restoration, having got the bug again and liked the idea of classic rallying. The first event after was the M.C.C. autotests at War-ton quarry, where I duly had a heart attack! Out again, due to Angina, I ultimately had By-Pass surgery (6 by-passes) in Nov. 1984 and then returned to rallying in 1986. It was on the Golden Fifty rally that Colin Forster became involved with the rally scene, as a mechanic at the garage he was delegated to bring a replacement head to Stratford on Avon and work with stepson John overnight to fit it, setting off the Fire alarm during the night and having everyone up!!

Colin now does at least 90% of the car preparation for me and enjoys rallying them himself.

The Classic rally scene now became the focus of my attention, and when Fred Bent called a crisis meeting to see what could be done with the Car Club – as rallying was becoming anti-social – myself and others suggested to Fred that Classic rallying was the way forward, he agreed, and changed the Illuminations to a Classic event, and under his efforts, it went from strength to strength. I competed in a lot of events, including Marathons, R.A.C. Classics, etc. travelling all over the Continent to such places as Prague (Tony Mason navigating), Cortina a few times, with navigators such as Mike Wood, Les Cowan, Bobby Parkes, Colin Francis. Other rallies included the Targa Rusticana with Robert Ellis – Philip competing as well with Fred Bent – Rally of the Test (several) and more recently the Poppy Rally in Belgium, Three Legs of Man and in June this year the Marathon in Spain. Over the last year or two I have had Chris Sheridan navigating – he is younger and fitter and can get down to changing wheels and adjusting brakes etc., which sadly I no longer can do very easily!! At my age (82) I have to admit to slowing down considerably, but still enjoy rallying very much. Since Dorothy died this last Christmas, rallies are my only form of holidays!

In the 50's I was invited to join 'Ecurie Cod Fillet' formed by Roy Fidler (King Cod!) and John Hopwood, but being out of rallying a lot in the 60's and 70's I rather lost touch, but with the advent of Classic rallying, friendship was renewed, and is now a very lively part of my rallying (it is now mainly run by Tony Mason).

There have, of course, been a lot of 'funnies' during the years' like the time that the M.C.C. & B.A.R.C. (Yorks) held a joint test meeting at Sherburn -in-Elmet airfield (organised by Dennis Blacow – Chairman of B.A.R.C. (Yorks) and a former M.C.C. member). After the tests, we improvised a handicap race up & down the runway. During the race I suddenly saw all the cars in front of me taking to the grass, only then to see a 'DeHaviland' Rapide aircraft taking off on the runway heading straight for us!! It just managed to lift just before it hit us! Certainly the main topic of conversation in the clubhouse during tea!!

Currently my rally cars are 2 Mini Cooper 'S', and 2 Riley 1.5's (one of which is currently for sale!). As to the future – at my age I cannot look too far ahead, but health permitting I hope to compete in the 2012 'Legs of Man', and the 2012 Marathon to Ireland! Here's hoping.

Family. Three sons – Philip, keen on rallying, especially stage rallies when circumstances permit, works in Amsterdam, you all probably know him better than you know me! David, proprietor of D.S.N. Classics Ltd. In Norfolk – designed for Lotus and others previously, now sells Mini & Minor spares worldwide and designs and manufactures Retro parts for Mini's, has a daughter who raced Karts, then 'T' cars (junior touring cars) for two years and then two years in Formula Ford. Now at University in America, along with her brother, both great runners. John (stepson) with a son & daughter who Grass Track Mini's, Charles also grass tracks a 205 Peugeot. Both started at age twelve.



THE JANUARY JAUNT RALLY

HEXHAM & DISTRICT MOTOR CLUB

The Hexham & District Motor Club rallying season got underway on January 21st with an oversubscribed entry for the January Jaunt, a 60 mile blast round some of the best bits of map 87, with the prospect of at least part of the route being either snow or ice bound, or quite possible both!!! Starting from Corbridge, the action got underway with a series of short 4 minuters in the area just to the South with the ice bound not as map triangle in KM square 9761 providing much entertainment for spectators. Penalties were heavy on this early part of the event and by TC. 4 only Mick Davison/ Ali Proctor (Proton) and Chris Dodds/ Josh Davison (Peugeot) were still clean. The Harwood/ Lumsden Puma had dropped 8 minutes wrong slotting before TC2 and Sally Ann Hewitt/ Mark Lewis were already suffering with a misfiring Mini Clubman.

The route then moved into the familiar roads around Hexhamshire where the approach to TC4 at Channel Well foxed both Tait/ McKillop (Fiesta) and Harrison/ Crosby (Proton), both of whom dropped a costly 7 minutes. The Ford at Low Ardley (KM SQ.9058) was, thankfully. Pretty low, however the hill exiting it was icebound, the Guthrie/ Webb Volvo Amazon got stuck, baulking several cars running behind who all had to reverse back across the ford so that the Volvo could take a run at the hill, "Force Majeur" at its best !. This section proved expensive with Nicholson/ Magee (Suzuki) 7 and McGough/ Hewitt (BMW) 6, while Guthrie/ Webb dropped 5, popular they were not !!.

As the route turned South across Blanchland Moor, the first real snow was encountered and by the time the crews looped round by Hunstanworth and Ramshaw and climbed on to Stanhope Common, the conditions were positively Arctic, " Just like the Monte" one wag observed. Unfortunately thick mist added to the drivers problems on this section which may account for Nicholson/ Webb missing the following control. Hewitt/ Lewis retired here when the navigator joined the car on the sick list and Cardale/ Clark (Corsa) went OTL and chose the quick route to the pub.

TC7 to TC 8 was the toughest of the night, starting with a snow covered loop round Smiddy Shaw reservoir and using the tight hairpins down to Combs Bridges and the not as map triangle at Muggleswick. Ice bound for almost the entire length, it saw heavy penalties with only Davison/ Proctor and Currie/ Roughead (VW Polo) cleaning it, at the other end of the spectrum, Harrison/ Crosby dropped 10 and Tait/ McKillop a massive 13, putting them perilously close to going OTL.

There was a sting in the tail on the final section of the night which started with an ice bound road leading to the impossible hairpin just South of Edmundbyers before heading back into Northumberland and wandering round the Shotley Field area, with only Currie/ Roughead cleaning this one, Davison/ Proctor and Dodds / Davison dropped their only minute of the night with the rest of the field averaging a loss of 3 or 4 . The rally finished at the famous Dr. Syntax Inn where the equally famous Hexham "Apre Rallye" buffet was eagerly devoured while results were quickly calculated, the new time card system which will be debuted on the John Robson Rally working at treat. Crews were highly enthusiastic about the event, particularly those who were using it as a warm up for March's John Robson Rally, and it was encouraging to see such excellent support in an area where road rallying is currently struggling.

Results : Top 5

1=.	Mick Davison/ Ali Proctor(Proton)	1
1=.	Chris Dodds / Josh Davison (Peugeot 205)	1
3.	Ollie Currie / Andrew Roughead (VW Polo)	5
4.	Chris Purvis / Rob Renwick (Toyota RAV 4)	11 (1 st .Nov)
5.	Ron Roughead/ Ian Canavan (BMW Mini)	14

HEXHAM & DISTRICT MOTOR CLUB

THE JOHN ROBSON RALLY

March 14th.

Plans are well advanced for the John Robson Rally, round 3 of the Gazzard Accounts SD34 Road Rally Championship, it is also a round of the ANWCC Road Rally Championship and the newly announced HRCR Premier Rally Championship so plenty of points to be won !!. With the High Pennine area pretty much snowbound at present, the PR work has had to take a back seat however, the organisers had anticipated the Arctic conditions and have already done quite a bit of the advance work on that front. The Hexham organisers will be debuting a new style time card on this years John Robson, designed to cut down on results processing, it has been successfully trialled on the clubs 12 car events and is proving most effective. Also new for 2015 will be the design of the code boards, which the organisers hope will be clearer and more easily read .

The event organisers were present at the recent HRCR Open day at Gaydon with advance information on the John Robson and received some favourable comment, many drivers have never competed in the High Pennine area and are looking forward to sampling some different scenery while several who regularly compete in Wales expressed delight that it wouldn't be obligatory to provide a marshal.

A feature of the John Robson rally is that the organisers are always prepared to forward samples of the types of navigation to be used to any prospective competitors not sure what to expect. This year has seen numerous requests coming in but those who have received them have expressed the opinion that they are pretty straightforward and nothing to worry about.

Regulations for the 205 John Robson rally are available to download from the SD34, ANWCC and British Road rallying websites or email Ed Graham at edgraham01@sky.com



I was a little taken aback when I got my receipt from the funeral parlor, on the bottom of the receipt, after the bill, it read, "Thank you. Please come again."

LYNCH TO MAKE BRITISH RALLY CROSS CHAMPIONSHIP RETURN

Wigan racer Tony Lynch will return to the MSA British Rallycross Championship for the 2015 season after announcing plans to compete in the Super National Class this year. Westhoughton-based Tony was forced to take a sabbatical from the British Championship in 2014 after a last minute regulation change that made his MINI Cooper S ineligible for the class he had planned to compete in.

Electing to switch to the Super Modified class of the BTRDA Rallycross Championship instead, Tony's Lucas Oil Team Geriatric team quickly rose to the challenge with a series of impressive results as the year wore on.

Despite the season being the first step of a long-term development programme, and having missed the opening round of the campaign, Tony finished third in the Super Modified class and fifth in the overall championship.

Having retained the backing of his loyal sponsors, Tony will now return to the British Championship after a year away having taken the decision to enter the competitive Super National class.

Alongside his full season entry into the British Championship, Tony will also contest selected events in the BTRDA series during the course of the year to continue with development of his car.

"Obviously we were disappointed not to be able to compete in the British Championship last year but that is something we are putting behind us as we focus on the future," Tony said. "We enjoyed a strong season in the BTRDA series and took huge strides with the development work on the MINI, and thanks to the hard work of the boys in my team, we made progress a lot quicker than we expected to."

"It was always our intention to return to the British Championship and I feel that we now have a package that can be competitive in the Super National Class. On top of the work we carried out last year, we've now added a limited slip differential and new close ratio gearbox to the MINI and are working to extract more power from the engine as we know that is an area where we can still make improvements. We're also working with Avo on upgrades to the suspension, which will make the handling even better than it is now."

"We're under no illusions about the challenge ahead, but we were in the same position last year when we switched to the BTRDA Series and it turned out to be one of the most enjoyable years we've had. Our aim is to show that we can fight against the top boys in the class as the year goes on, and we want to be pushing for wins before the season is over, with our long-term target being a championship challenge in 2016."

"As ever, we have to thank our sponsors for their support as we wouldn't be able to race without them, and I can't wait for the new season to get underway in March."

The announcement of Tony's 2015 programme comes on the back of him playing a starring role in the recent Autosport International Show at Birmingham's NEC; which proved to be a sell-out affair attended by tens of thousands of race fans.



FOR SALE A5 SPIRAL BOUND SPEED TABLES

These are very manageable and useful in the smaller cockpit!! They cover the 20 - 60mph range. There are only a small number left from the most recent print run and the original price has been held for the 4th successive year at £12 inc P & P please send cheque to

**P. Mellor,
21, Warren Croft, HANDSACRE,
Rugeley, Staffs. WS15 4TB
Telephone: 01543 492722**

Appearing in the Live Action Arena, Tony was able to celebrate his new programme with a starring role in the various demonstrations that wowed those in attendance, with the Lucas Oil Team Geriatric MINI proving to be popular with fans across all four days.

Ahead of the start of his new racing programme, Tony will attend the BTRDA's annual awards night to receive two awards for his achievements on track in 2014.

As well as taking the Super Modified over 2100cc sub class trophy, Tony will also pick up the silverware on offer for best-presented car; rewarding his team once again for its first rate presentation.

It marks the second time Lucas Oil Team Geriatric has taken the award.

Tony Lynch : Wigan & DMC

My “new car”

A daunting but interesting project.

When competing at Prescott in October I agreed to buy, from a fellow competitor, the remains of a trials car which was based on a 1936 Austin 7 chassis with a Ford sidevalve E93A engine, gear-box, front axle, steering box and an Austin 7 rear axle. If it had been a dog it would have been called a mongrel a few years ago but recently they have acquired rather posh names such as labradoodle or cockapoo if a labrador or cocker spaniel has had a bit of a fling with a poodle. Presumably it will be an AusFord or something similar or maybe even grander if I succeed in getting it mobile again.

The guy I bought it from didn't know very much about it but thought it belonged to someone called “Oliver” who's car collection had been sold

when he died and he thought he may have even been a founder member of Coventry motor museum but that was about all the information he had. He just felt it had “history” so decided to buy it rather than let it be scrapped. He didn't know how much he wanted for it having paid £450 originally but said he was quite prepared to take a loss as he couldn't see himself getting around to restoring it and he'd owned it a long time so when I got home I popped a cheque in the post that was rather more than he thought it was worth and I said I would give him more if he decided he had undervalued it when I picked it up. Not the normal way one does business on an unseen purchase but I too felt whatever it turned out to be it would be an interesting adventure along the way. It also meant my wife couldn't say it wasn't worth the money as none of us knew what I had bought! I am thinking being Christmas she hopefully won't have enough time to read this.

When asked for his address he gave me a post code and it turned out to be near a village I had never heard of but transpired it was south of Oxford so even collecting the parts was definitely going to be a day out if nothing else. The Peter Garforth in me was definitely coming out, I mean who else would do things like trawl ebay and the British Isles looking for old Skoda's the give them pet names or buy a heap of scrap that one has never seen.

Carol on hearing about my exciting new purchase and it not being a Bugatti, Riley TT or a very early MG TA suddenly hadn't much interest in a trip to Oxford. From this I deduce there can't be either an IKEA or a Lakeland Ltd handy as these two places seem to attract the female species like wasps to a pot of jam and although we haven't ever stopped at one on the way to or from an event she thinks there is always a chance we might. Well as most of you will know it's just not possible with a trailer is it?

Anxious to get the trip underway a phone call to Edwin Cook, John Hunter and Alan Smith found two willing day trippers, Alan being unavailable on this occasion due to a family trip to Center Parcs where he had an appointment with Santa with his Christmas wish list. 7am on Monday morning saw us up and away and even so far “down the road” which is a truckers expression I gather. This unearthly hour I don't generally see much of but according to Edwin and John its quite late in their normal day as these two hardy gentlemen are both from farming backgrounds and Edwin being a haulage contractor as well both are used to starting even earlier they tell me. I didn't realise it was still dark when so many people get out of bed because at 8am it's nice and light.

The vendor told us to take a Merc Sprinter or similar van to collect all the bits as he feared if we took a flatbed trailer we may have nothing left when we got back home to Cumbria as much of it was so rusty it may have blown away at the end of the 250 mile journey home. Undeterred we took Edwin's 3 litre, twin cab Toyota pick-up which is a fantastic piece of kit with full leather and 4wd, really plush and comfortable plus a trailer and it felt as if it would go anywhere, it turned out it did.

With the aid of post code and Google Earth I thought I knew where we were going but my memories and years as a rally navigator came flooding back to me as we went up unmarked narrow lanes that became narrower and narrower and much further off road than you expect in Oxfordshire and certainly with no room to turn around I was a bit more than worried. The bushes by now were scraping the trailer mudguards and almost scraping the sides of the pick-up. This was most definitely like rallying in the 1960s when I recall about 30 or 40 cars on a Tirril rally strung out all over a fellside on Shap, no road in sight, up to the axles in mud and myself having discussions with the likes of Ron Palmer, John Taylor, Robin Murray and others whether or not we navigators had kept them on the right route and drivers weren't coping with the conditions or had us navigators taken them on a wrong route. Navigators were right in this instance I have to say in our defence but ground conditions had deteriorated with rain the organisers said.

After negotiating electronic gates that opened unexpectedly we finally arrived in a complex of buildings and were greeted by rather large dog we hoped had been fed that morning, fortunately it had been, hence I am able to write this tale. The custodian of the buildings came and checked us out, made a couple of phone calls to the guy I was buying the bits from as I stupidly had forgotten to confirm we were definitely going having only found my willing fellow travellers late the previous night.



My 'New Car'

Continued from page 28

Whilst waiting for my man to arrive we looked at some of the cars owned by the family and what a good job Carol wasn't with me. A Bugatti Bresica had just been rebuilt after a massive engine blow up at Prescott four years ago when only the cam cover remained in original condition. A Frazer Nash recently returned from racing around the streets of Angouleme in France, a Morgan 3 wheeler with JAP engine and another 4 wheel Morgan having an ash frame fitted. Several different Allards, GNs imported from Australia by his wife, a Porsche 356 and a 911, various vintage Austin 7s and other models plus vintage MGs, Ford model A Tudor and a model A special, Reliant Scimitar, and others I just didn't recognise. A series one Landrover and a shepherds hut on wheels plus model aeroplanes of 8 feet or so wing span hung from the roof beams showed tastes weren't just confined to cars.

The workshop was equipped with lathes, milling machines, welders, drills, guillotines and presses and no less than 3 English wheels used for rolling out flat metal into complex shapes to form bodywork. This is a job that takes real skill and when the guy arrived we were treated to a demonstration of how to do this and common pitfalls to avoid. With 3 English wheels each one could be set for rolling different curves without having to reset the machine, that was some workshop indeed.

After this fantastic tour we went outside and located my "new car" under a load of brambles and it had obviously been there for several years. It took the stalwart efforts of a Landrover Discovery and Edwins pick-up to extract the bits from the brambles, pull the trailer it was sitting on over a load of scrap then finally winch the rusty chassis from trailer to trailer, a pallet shoved beneath the chassis rails preventing complete collapse.

I was offered my money back at this stage but like a climber starting out to climb Everest or an explorer to cross the poles I was even keener to succeed and complete the task in hand. I may take sometime could be substituted for" I may be gone sometime".

Finally we were loaded up with the dismantled engine parts, gearbox and smaller items in the back of the pick-up and the rusty remains strapped as best we could on to the trailer ready for off.

We said our goodbyes and thanked my fellow competitor for taking almost four hours of his time to show us around and explain in detail any queries we came up with about restoring motor cars. Again he offered me my money back but as I said to him if I had paid that amount of money for entry to a museum and such a detailed guided tour for three of us I would have thought it fantastic value Edwin and John will confirm this I'm sure. I am now trying to find out some history of the car and contacts made with various people since acquiring these remains have proved every bit as interesting as collecting it.

Look at the picture and if anyone has any information about this trials car built about 1949/ 50 please get in touch.

Keith Thomas : West Cumbria MSC
01900 603073.

Dave was bragging to his boss one day, "You know, I know everyone there is to know. Just name someone, anyone, and I know them."

Tired of his boasting, his boss called his bluff, "OK, Dave, how about Tom Cruise?"

"No dramas boss, Tom and I are old friends and I can prove it." So Dave and his boss fly out to Hollywood and knock on Tom Cruise's door, and Tom Cruise shouts, "Dave! What's happening? Great to see you! Come on in for a beer!"

Although impressed, Dave's boss is still skeptical. After they leave Cruise's house, he tells Dave that he thinks him knowing Cruise was just lucky.

"No, no, just name anyone else," Dave says.

"President Bush," his boss quickly retorts.

"Yup," Dave says, "Old buddies, let's fly out to Washington," and off they go. At the White House, Bush spots Dave on the tour and motions him and his boss over, saying, "Dave, what a surprise, I was just on my way to a meeting, but you and your friend come on in and let's have a cup of coffee first and catch up."

Well, the boss is very shaken by now but still not totally convinced.

After they leave the White House grounds he expresses his doubts to Dave, who again implores him to name anyone else.

"The Pope," his boss replies.

"Sure!" says Dave. "I've known the Pope for years." So off they fly to Rome.

Dave and his boss are assembled with the masses at the Vatican's St. Peter's Square when Dave says, "This will never work. I can't catch the Pope's eye among all these people. Tell you what, I know all the guards so let me just go upstairs and I'll come out on the balcony with the Pope."

He disappears into the crowd headed towards the Vatican. Sure enough, half an hour later Dave emerges with the Pope on the balcony, but by the time Dave returns, he finds that his boss has had a heart attack and is surrounded by paramedics.

Making his way to his boss' side, Dave asks him, "What happened?"

His boss looks up and says, "It was the final straw... you and the Pope came out on to the balcony and the man next to me said, 'Who is that on the balcony with Dave?'"

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2014 AutoSolo Review

My first unsupported season in autosoloing, I was very keen to travel to other clubs to compete in different events, against different competitors and competitors of my own age, to make me into a more well rounded driver. The first event I entered was with the under 17's motor club north west at Darwen services, having not seen or heard about this event I was expecting the same as I had been used to, when I arrived I was in for a massive shock.

I was used to long wide and basic tests whereas this was the exact opposite and as seen by many as the 'monaco of autosolos', I couldn't get to grips with the technical test which was a sign of my inexperience.

The next event was at Lymm services, this was more of what I was used to and this showed as I had pace form the off, however I came unstuck with the stopping astride the line which I had never experienced before.

I entered into the ANWCC Junior PCA Championship, but I missed some rounds due to my commitment to circuit racing in the BRSCC Fiesta Junior Championship. I have had a very mixed year in Fiesta Juniors, because of my limited budget I was unable to compete regularly, I have taken part in three rounds at all the grand prix circuits that the championship had visited: Silverstone, Donington and Brands Hatch.

My first circuit race was at Donington Park, my local circuit, I made a massive amount of progress with my first lap of the weekend being a 1:39 and my fastest being a 1:29. The second race weekend was a character building one, because late on the Friday night I was forced to swap cars with my previous team mate due to a technical gremlin on his car. My third and final round of the 2014 BRSCC Fiesta Junior Championship season, took place at the Brands Hatch Indy Circuit as a support race for the prestigious Formula Ford Festival. With the last minute announcement on social media of my former team leaving the championship this left me without a drive three weeks before the race. I made contact with my current team Specialized Motorsport and the conclusion was that a shell was sourced for me to use and they pulled out all the stops to build me a brand new race car in two weeks. On the first day I had only seen pictures of the car so I was really anxious to see the end result of all their hard work. The team added the finishing touches to the car in the early hours of the morning and it arrived at the circuit at 9am which is a huge testament to what lots of black coffee, energy drinks and the occasional kebab can do.

After all this I returned to the autosolos and the event at Makro, Bolton this was a very unique event because it was a tandem test, where their were identical tests side by side and two cars were set of at the same time and the first one to finish would win. Nothing I had done previously would prepare me for this event, the tests were tighter than Darwen and a lot more technical.

My last event of the 2014 season was where I started the season at Darwen services, but the whether was a whole lot worse with hail and sleet forecasted and it certainly delivered, with the event being prematurely ended due to worsening whether.

After an eventful 2014 season I have managed to accomplish 3rd overall in the ANWCC Junior PCA Championship and 1st in class B, a massive achievement in my first season and for the only disabled driver in the championship, owing to the fact of my hereditary muscle wasting condition called Myotonic Dystrophy.

A massive thanks to all the organising clubs and people who have given up their time to marshal the events, and a special mention to Steve Johnson, Hazel Johnson and Jamie Foster for making me feel so welcome at the under 17's motor club north west, and taking me under their wing and helping me if I was ever unsure about anything.

Alex Tait



Bolton-le-Moors CC

January AutoSolo

Makro, Manchester

23rd January

A very bright crisp and sunny Sunday. 7:30 start, Setup the cones and Gazebos etc 28 Entries

A good solid entry with some experienced drivers. 16 tests were planned for the day with a change of course after 8 tests.

A few casualties on the morning tests. The first one was Alex Tunbridge in his Caterham which suffered kerb damage (losing the tyre off the rim) but he managed to fix a repair and carried on.

The Afternoon brought a couple more with Phil Clegg snapping his propshaft in his home built Haynes Kit Car 3000cc, Next to go was Gary Sherriff in his Ford Fiesta Zetech, he too was a victim of the curbs but more severe than that suffered by Alex. Gary managed to bend both the wishbone and the steering arm. Game over.

The Clubmans AutoSolo brought some good driving throughout the day with Alex Tunbridge taking FTD despite his earlier troubles

In the PCA there were two entries with James Williams dominating in his Nissan Micra

The National B was a very fierce fought battle between Steve Johnson and Andy Williams. Steve eventually coming out as the victor.

A slick and smoothly run event with many thanks to both the Organisers and the Competitors for making it so

Results

Nat B FTD	Steve Johnson
1 st Class A	Andy Williams
1 st Class A2	Steve Kennell
1 st Class B	Steve Lewis
1 st Class D	David Taylor
FTD Clubmans	Alex Tunbridge



Steve Price : Bolton-le-Moors CC

ALL NEW FORD GT

DETROIT 2015

Whatever the truth behind the legend, it's generally accepted the GT40 was Ford's riposte to Enzo Ferrari refusing to sell out and give the blue oval a first class ticket to Le Mans success. The GT40's 1-2-3 victory in 1966 made that point in suitably emphatic terms and to celebrate the 50th anniversary of that achievement Ford will unleash this - the all new GT. And, like the GT40, it sets out to prove blue collar Ford can take on the supercar elite at their own game. While being able to justify itself by saying the technology the GT promotes will trickle down to everyday Fords further down the line.

Just look at it for starters. And then digest the spec, which includes seats integrated into the carbon fibre passenger cell like LaFerrari, active aerodynamics, pushrod suspension and styling that both references the GT40 heritage while very much looking forward with an aggressively modern, aeroled design. Timid it is not.

News is currently a little scant, the GT having just blown the doors off the Detroit show and pretty much overshadowed everything else due to be unveiled. So much for the build-up - Ford has just gone all-in from the moment the show opened.

Certain bits stick out from the press release, not least the assertive, er, assertion that it will go into production in 2016. No messing about with feasibility studies, design concepts or other procrastination - by the language of the press release it will be built.

For all the talk of Ecoboost engines - all relative, it's a 600hp 3.5-litre twin-turbo V6 - there's one striking thing missing from the new GT. Electric motors. Yup, for all the modernity this is a good old-fashioned petrol powered rear-wheel drive supercar. No batteries. No EV mode. No nonsense. And a very real emphasis on weight saving, this being the key technology Ford wants to see transferred to its mainstream cars. Other technical features so far confirmed include "active racing-style torsion bar and pushrod suspension", carbon ceramic brakes, a seven-speed dual-clutch transaxle mounted transmission, 20-inch wheels and Michelin Pilot Super Sport Cup 2 tyres. The engine, a "next-generation" Ecoboost, has both port and direct injection and "features a wide powerband with impressive time-to-torque characteristics" according to Ford.



Memories are made of this

Photos : Neil Johnson : Lancashire Telegraph



Rod Brereton Alan Shaw : 3 Sisters 1993



Steve Easton : 1980 Manx



Cyril Bolton : TR7 V8 : 1984



John Morton : RAC Rally : Oulton Park



Cyril Bolton : Manx Rally : 1985



Steve Easton & Ian Harrison : 1982 RAC



**MacRae/Grindrod : Trentham Gardens
1987 RAC Rally**



Mike Newman : Oulton Park 1975

Winner of the David Winstanley Cup, F1000 Junior driver Tommi Meadows



Clitheroe's Junior rally ace Tommi Meadows has recently been awarded a special award by the Formula 1000 Rally Club.

The 14-year-old Bowland High School pupil was the first person to be the recipient of the David Winstanley Memorial Trophy, in name of a well known rally TV programme, for his success in media promotion.

'I feel very honoured to receive this award and would like to thank everyone at the Formula 1000 Rally Club,' said Meadows, who is currently preparing for his second season in the Junior 1000 Rally Championship.

The 2014 rally season will kick off at Three Sisters Circuit for the Roskirk Stages on March 1st.

'I am hoping to have a good run this year, and my aim is to get every last horsepower out of the car and have as much fun as I can whilst doing so!'

Pictured: Tommi Meadows receiving the award, with Tristan Dodd, chairman of the Formula 1000 Club.



formula 1000 RALLY CLUB



Wetherfield Stages

**Simon Mauger sets Fastest Stage Times
in a 1.4 Micra!!**

Major Motorsport took the Wetherfield Stages, in Essex, by storm! The military base hadn't been used for rallying in 14 years, which provided a great level playing field for all of the competitors.

Simon was seeded car 1 as he was originally due to compete in Dennis Marshal's Metro 4M4, however as that car wasn't ready in time, he decided to take a Micra out to play! Having explained the situation to the organisers, Simon asked to be re-seeded, but was told that he would be fine where he was – ahead of car 2, Paul King in his 2.5 Millington Escort!! Amazingly, the organiser's decision proved to be correct, and Simon wasn't caught all day!

The first stage proved to be very challenging, the unused roads were extremely slippery, but a bigger problem was the heated screen not working, so the car windscreen completely misting up! Simon could be seen coming past the spectator area, using his rally overalls sleeve to wipe a clear spot! A quick improvisation in service with an ice scraper sponge, copper pipe and a lot of duct tape, meant the crew were ready to tackle the second stage. Although co-driver Steve was now on windscreen wiping duties as well as reading the maps!

Simon and Steve continued setting blinding stage times whilst the sun shone, including fastest overall times, and climbed their way up the leader board from 4th to finish an incredible 2nd overall after a last stage push to overhaul Mark Jasper in his 2.5 Millington Escort!

Major Motorsport's second Micra at the event also turned a few heads. Rob Gilham was unsure at first how competitive a 1.4 Micra could be, and being used to more powerful circuit racing cars thought he would be frustrated in our Micra. However, he and co-driver Dingo (usually a Major Motorsport mechanic!) soon changed their minds when on the first stage the crew set a top 10 time, and continued to hold 7th place throughout the rally, until a drive shaft broke forcing them to retire.

This was hugely disappointing as Rob and Dingo were doing so well in their Micra debut, leading the class by a comfortable margin! Dick Mauger and Stuart Andrews were also out in a 2.0 MK2 Escort, the crew got off to a great start in the tricky conditions, and carried on throughout the day to have a fun, safe rally finish, within the top 20. An enjoyable day was had by all!

We would just like to take this opportunity to thank Ravenol Oils, who have confirmed they will be continuing their partnership with Major Motorsport in 2015.

Michael Davies : Rally2Report

NORTH WEST RACERS

With
Dave Williams & Rachel Bourne

GOUGH GOES FOR GOLD!

Oldfield Motorsport scooped the top prizes in the BRSCC's Post89 Formula Ford 1600 category during 2014 despite it being their first full season of competition.

Over a decade previously, as a car-mad 12-year-old, proprietor James Oldfield had assisted his father, Peter, when he provided help to Stuart Gough in his debut FF1600 season thus when, last winter, Gough let it be known that he was keen to take a shot at the National Formula Ford Championship the Oldfields pulled out all the stops to find the sponsorship to fund the campaign.

They don't shy away from challenges at Oldfield Motorsport, their debut event was the 2012 Formula Ford Festival at Brands Hatch in which Gough was the runner-up in the final behind the wheel of their blue ex-Medina Sport Van Diemen RF92. There were sporadic outings during the following season before the lessons learnt prompted a number of improvements to be made during the winter.

These changes led to Gough starting the 2014 season in fine style with victory in the opening round of the National Championship at Oulton Park in April but the second outing, later the same day, foretold

what a tough year it was going to be. Gough finished second after a thrilling 3-car battle with David McArthur and James Raven – the lead drivers from the established teams of Medina Sport and Cliff Dempsey Racing respectively. Having switched to the latest Ray model, Raven was uncatchable in the wet conditions that prevailed at Anglesey in May where he took a brace of victories and then followed these up with a second and a first at Brands Hatch. Gough was runner-up each time Raven won during this period but came home last and 3 laps adrift following contact in the first contest at Brands – fortunately drivers were able to drop their worst scores at the end of the season.

This was a notable weekend for many reasons. It saw a number of top class drivers swell the Formula Ford ranks as they chased the Triple Crown which comprised 6 rounds of the National Championship at the Grand Prix venues of Brands, Donington Park and Silverstone. It also marked the final time that Gough would drive his blue Van Diemen as Oldfield Motorsport had tested their black RF92 which had belonged to the late Ken Parkinson and found the sweet spot of that particular chassis.

When Gough found himself right on the pace in his new black steed at Donington Park despite never having previously driven the circuit in the dry he really believed he had a chance of winning Championships at the end of the season therefore Stuart decided not to take too many chances in the closing stages of two slip-streaming classics in the East Midlands. He held position to take a couple of podium finishes rather than going all out for the win.

The Triple Crown concluded at Silverstone where Stuart clinched his first title of the year in some style. He and the team surprised themselves when Gough took pole and then won race 1 against a high quality field. A fuel leak restricted him to fourth place in the last event of the series but this didn't prevent him from topping the final standings. The latter race was won by Ciaran Haggerty – the Dario Franchitti supported youngster travelled down from Scotland and made an excellent impression at a couple of BRSCC Formula Ford meetings.

So how was a 22-year-old car competitive against much newer machinery? The Van Diemen RF92 was the best car of its day and the final model that the famous Norfolk marque designed specifically to accommodate a Kent engine before the Zetec and Duratec eras brought divergence.

Aged 16, James saw Michael Vergers compete in an RF92 against much newer machinery at the Walter Hayes Trophy almost 10 years ago and since then he always wanted to own one – by 2014 he had two!

He believes any Post89 FF1600 model can be competitive in the hands of the right driver if it is prepared to a high standard and, being a professional outfit, Oldfield Motorsport have the time to do just that as Pedro Matos and Ian Gough (brother of Stuart) demonstrated by showing great pace when they competed on occasion in the blue chassis.



Stuart Gough races with James Raven



The Oldfield Motorsport Team

Continued on Page 35

Jamie Jardine won the Pre90 grand Slam



The final 5 rounds of the National Championship were staged at Oulton Park and Anglesey. Stuart Gough scored an emotional victory watched by Ken Parkinson's widow when he took the lead from James Raven with 3 laps to go in the first of these in Cheshire. Raven proved once again to be a rainmeister in the next encounter which he was leading by 10 seconds on the final circuit only to suffer suspension failure. Gough took over the lead but lost out to David McArthur at the last corner having had to negotiate a backmarker exiting the previous bend.

This set up a nail-biting showdown at the Anglesey Triple Header in late September between Gough and Raven. The Oldfield man won the opener but then retired from race 2 following accident damage sustained when contesting the lead with his Cliff Dempsey Racing rival. It was at this point, with Stuart's spirits deflated, that James Oldfield proved his worth as a driver coach in addition to being a brilliant engineer. This was borne out when Gough took a clean sweep of pole, fastest lap and victory to take the National Championship in the final round. Stuart was actually in tears of joy as he accelerated out of Rocket for the last time.

Raven had the consolation of winning the Formula Festival at the end of the season. Before then Gough had added a third 2014 title to his portfolio when he found the extra budget required to seal the Northern Championship by winning the final two rounds at Oulton but he failed to take the Champion of Oulton series, this went to David McArthur. The Pre90 category was all about two men, Jamie Jardine and Chris Hodgen. Jardine started the season in scintillating form in his Dave Hart-run Reynard FF84 but then the Myerscough College Racing Team tuned Hodgen's Van Diemen RF89 to boost his pace however ill-fortune dogged the Chorley driver. A collision with Stuart Jones at Donington followed by mechanical issues at Silverstone ripped a hole in his Triple Crown and National Championship campaigns.

He remained in contention for the Northern title until the final meeting at Oulton Park but suspension failure during qualifying saw his car torn apart again the barriers at Hill Top. John Loebell of Medina Sport provided him with a replacement racer but Hodgen was at too much of a disadvantage to prevent Jardine from sweeping the board by adding the Northern and Champion of Oulton Trophies to the Triple Crown and National titles that he already had collected. The Frodsham driver also clinched the Star of Anglesey in late November to complete the Grand Slam.

Report by Dave Williams

Photos Rachel Bourne

BOURNE PHOTOGRAPHIC

Creative Imaging

www.bournephoto.co.uk

Organisers of the annual Jim Clark Rally have confirmed that they will run a special stage rally in Kielder Forest this year on Sunday May 31.

However, this year's Jim Clark Reivers Rally will be rather different from recent events. It will not take place over closed public roads in Berwickshire, as has been the case for the past 15 years. This year's event will revert to the format first run in 1970 when the organisers used private Forestry Commission roads.

The route has yet to be confirmed, although the rally will be based in Kelso, from where competitors will drive over the border to contest a number of special stages in the giant Kielder Forest. Scottish Borders Council announced in November that the 2015 rally had been cancelled, following discussion with Police Scotland and other groups.

The decision was made following the death of three spectators at the 2014 Jim Clark Rally last May and a number of subsequent investigations.

The council's decision means organisers were unable to plan for a closed-roads event this year. But they are pressing ahead with plans to stage the 2015 event under a different format. Clerk of the Course Colin Smith explained in a statement tonight: "We wanted to maintain the continuity of an annual motor sports event in the Borders and following Borders Regional Council's (sic) decision to withdraw permission for a closed road event, this was our only option. The Forestry Commission have been very helpful and we are looking at a route with around 45 miles of forest road tests."

Meanwhile, plans are well underway for the 2016 Jim Clark Rally. Clerk of the Course for this two-day closed road event, Russel Blood, said: "Over the past few months the team had been continuing with preparations for a two-day closed road rally event this year, but that is not going to happen so we will now concentrate our efforts on the 2016 event."

"Current plans are that this will comprise a two-day Jim Clark Rally (Friday/Saturday) followed by the one-day (Sunday) Jim Clark Reivers Rally."

This new plan has already received the backing of many of the UK's top rally championships. There will be no official 'MSA British Rally Championship' this year as the Motor Sports Association, motor sport's governing body, are in the throes of a major re-organisation of Britain's top rally championship series and is planning to launch a completely new premier British rally championship competition in 2016. The two-day Jim Clark Rally will play an integral role in this.

Both the national Scottish Rally Championship and Scottish Tarmac Rally Championship are supporting the Jim Clark Rally and Reivers organising teams as is the British Asphalt Rally Championship plus local national and regional championship competitions.

"It's not only the competitors, clubs, championships and rally fans who are offering encouragement," said Jim Clark Rally chairman Dan Wright, "but local businesses and local people have rallied round to support the continuation of this major sporting event. We have also received tremendous support from both Mr John Lamont MSP (member for Ettrick, Roxburgh and Berwickshire) and Michael Moore MP (member for Berwickshire, Roxburgh and Selkirk). Having such support allows us to plan ahead with growing confidence."

So January was supposed to be a quiet month!

Ended up taking a last minute trip to the Autosports show, if I was going to be brutally honest, I wouldn't rush back to it! The highlight of the day was Petter Solbergs 5 mins of messing about in his Xsara rally car during the live show !! Then there was the CDMC scatter that Maurice and myself organised. So yet again I missed the opportunity to have a go at an event. However 7 crews turned out for the night and good fun was had by all !

Now I'd been asked to go to the CKMR on the Isle of Man, and to be honest, with it being January and funds being tight after Xmas, I was reluctant to go.

After a bit of persuading from Chris Woodcock I decided that I should head over for the weekend. So Friday saw myself, Nigel Worswick and Alex Harper board the boat from Heysham to head out to the rock. Upon arrival, we headed straight up to eurocars for scrutineering. There was some belting machinery turned out for the event.

It was then that I learned my duties for the weekend were to assist the chief marshal, Seb Turner, with ensuring the stages were set up, taped off and all marshals were in place and accounted for. This obviously meant we would have to drive the entire route :)

85 miles made up the CKMR, 2 stages repeated in the morning and 2 other stages repeated in the afternoon, the climax being a run through the infamous Druidale stage just as the light was starting to fade.

Having not been on the island in about 24 years, I cannot remember anything about it, but let me tell you what I've learned

1. The roads are amazing
2. Jurby airfield is possibly the windiest place I've been
3. It's bloody freezing standing on a Manx mountain in January !!

This said, it was an amazing weekend catching up with friends, meeting new people and driving round some fabulous roads. When the dust had settled, the top 3 were as follows

3. Andy Bird / Plug Pulleyn
2. John Cope / Clive Molyneux
1. Nigel Cannell / Jade Cannell

The awards ceremony was held at the Masonic hall in Douglas on Saturday night and amongst the madness and beer swilling, I was amazed at the number of Manx crews that approached me about the primrose rally, looks like we have a bumper entry heading over from the rock this year.

So today (Sunday) will be a day of recovery for me. Left the digs in Douglas at 6:30am, threw up on the boat, got home put pictures on FB and wrote this report... Think it's time for a kip



At the end of October I sent out the November issue and made my customary appeal for reports etc because I thought I would be short of articles for the December issue. Wrong. I finished up with 68 pages I then thought that the January issue would be short of material so once again made an appeal for reports. Got it wrong again. This time I finished up with 76 pages. I then thought that maybe I shouldn't plead for articles for the February issue as things seemed to be coming in without too much effort. Wrong again. Struggled a bit for articles for this month. It seems to me to be all notifications for forthcoming events (Odds, Sods & Bodkins on the back pages). I had hoped that more clubs would send in reports about themselves and possibly a review of how their year has gone with details of events that they hope to hold in 2015 but only one club has sent me a review of 2014 and unfortunately they are not an SD34MSG member (see page 37 for Wigton Motor Clubs review) but in the end reports all rolled in at the last minute. Whilst on the subject of getting things wrong - last month I dropped an enormous clanger. I congratulated

Paul & Abigail Flynne

On the birth of their daughter Ayla Ruby Flynn.

Wrong again.

It was Pauls identical twin Brother Mat who is the father and married to Abeigail. Sorry. I cant tell them apart

Back in December I had a run out sat in with Dan Hurst on an Eden Valley 12 car. Being nearly Christmas Dan turned up in his Ford Fiesta complete with Fairy Lights plus a small Christmas Tree (with even more lights & a Fairy) in the back of the car, however, we only had one working spotlight

The Event started under the M6 Bridge just off the A6 at Low Borrowbridge. The chances were that we would either head north and round Bretherdale or South down Fairmile. As we were using maps 97 & 91 and finishing in Orton the odds were in favour of using Fairmile first and this transpired to be the case.

We were seeded at car 3 out of an entry of 8 competitors.

Our departure time arrived and we were handed a circular herringbone with no start point or direction shown. Head scratching time. Fortunately we were given the location of TC2 Just before the bridge at Rigmaden. Quick bit of checking where the start of the herringbone was and direction and we were off down Fairmile with instructions to Dan to take it steady whilst I got the route on the map. Needless to say I wasted my breath and we were up the chuff of Car 2 before the end of Fairmile and then chasing Car 1 just as we slotted round Sedburgh. We then passed car 1 as we took the road up to Middleton and I wrong slotted just over the bridge at High Green. We missed Middleton out completely but rejoined the correct route a little further down the road and were now back behind Car 1 & 2 (but had not missed any code boards (Lucky eh!))

TC2 to TC3 had me scratching my head again. What were BBLBBBL etc all about. Eventually twig Below, Left etc. This took us back north and over Foxes Pulpit.

TC3 to TC4 More Head Scratching and very difficult clues to describe but we sorted it out and a run through New Hutton Lambrigg & Wythmoor brought us to TC 4

TC4 to TC5 . A set of Grid Squares to be taken in order. Round Bretherdale, Sprout Gill and Orton.

TC5 to TC6 Failed Miserably : a map tracing and we are 8 minutes away from OTL. Make a stab and we are off for a run round Orton Scar, Asby, Gaisgaill & Fawcett Mill but slightly concerned that there was only one code board. Turns out that my stab was not a very accurate one. Picked up 6 fails for missed Code Boards but managed to get back to the finish with 3 minutes to spare

We had a comfortable lead before the last section but managed to cock it all up and we finished 7th O/A with 6F 27mins dropped. Back out with Dan on another EVMC 12 Car on the 24th of Jan and a KLMC 12 Car on the 29th of Jan with Ayrton Harrison (see page 38)

Grumpy Old Git



SD34MSG Awards Night



The grinning idiot above picked up two trophies at the SD34MSG awards night on Friday the 30th of January.

The first award was for the 'Best Road Rally Round' of the 2014 Championship. This award was for the Primrose Trophy Rally for which I was Event Secretary & General Dogs Body. Clerk of Course Mat Kiziuk (Beaver) couldn't be at the awards night because he was on the Isle of Man helping with the Chris Kelly Rally.

The second award was the Brian Molyneux Trophy. It is custom for the winner of this award to say a few words.

What you don't know is that I have recently got a top set of dentures that don't fit very well. I put them in for the Photp but found that the dentures had a mind of their own and wobbling around in my mouth. I know that most of what I say is gibberish but with these teeth

Eden Valley MC : 12 Car : 24th Jan.

I am not very familiar with the roads on Maps 85, 86 & 90. There does not seem to be much rallying done on these maps other than the 12 cars of both Eden Valley MC & Spadeadam MC, which is a shame because there are some cracking roads in this neck of the woods. The problem is probably that the 'Tight and Twisty' stuff seems to be interspersed with a lot of dead straight and very fast roads that are easily cleanable. The solution that EVMC & SMC both use is complex P&B. As anyone who knows me, this is not my favourite form of rallying. So, you can imagine, I was not looking forward to another night of trying to get my two remaining brain cells to talk to each other.

I had arranged to meet Dan Hurst (from Maryport and my pilot for the night) at the finish venue at the pub in Eamont Bridge and then go to the start (a car park in GS 54 40 on map 86). Dans usual Fiesta was having a few jobs done and he was coming in his dad's old 5 series BMW. Could be interesting if there was snow!. Dan then turns up in the Fiesta having got it fixed (or so he said). We make our way to the start and there is a load clicking noise from the left nearside rear wheel. At the car park we find the handbrake cable is foiling the wheel. Try to make a repair but on leaving the start we find no improvement and eventually loose the handbrake. The other error is mine, I have left my clipboard for the timecard back in my car. With no time to go back for it we fashion a sort of board from a bit of Cardboard and some Gaffer tape.

We are seeded at Car 6 and as we leave we are handed our first set of instructions. A relatively simple TR, TL affair and manage to clean this section.

Next up is a Herringbone. Not so simple and we drop time but manage to get the NAMS & code board along the way, although one of the codeboards on a grass triangle was very tricky to see and we had to go round again. British Rail were doing maintenance to the track and we were instructed by a marshal to divert round part of the route. We then moved off Map 86 onto Map 85. Next set of Clues is a L B A R arrangement (same as last month so was a bit quicker in getting this one) Next up was an out of order (but numbered) set of Tu-lips. Going reasonably well but still dropping loads of time. We go past Fluscoe Quarry & turn first Left and find ourselves behind an Audi A5 meandering along with no lights on and going at a snails pace as he makes his way home. No way are we attempting to pass and we keep at a good distance as we wait for him to fall off the road. He doesn't but does eventually turn off our road.

Last section is a tracing. Get this in super quick time and we are away, however maybe too quick as I am sure we miss a code board. Get to the finish and wait for results.

The route used some brilliant roads on the SW quarter of 86, the SE quarter of 85 and the NW quarter of 90. I would love to tell you where we went but I have not got a clue other than that.

Finished 4th O/A with 3 fails (for missed code boards) Still don't like P&B but thanks to Eden Valley MC for putting on a good nights sport even if it isn't my favourite type of Rallying. They say practice makes perfect. I still don't see the point of taxing my head in this way.

Maurice Ellison : CDMC

Kirkby Lonsdale MC : 12 Car : 29th Jan.

As I have previously said 'I am not the greatest fan of Navigational Rallies.' Why then (I hear you all ask) do I keep doing them? Well, they say practice makes perfect and I am doing the John Robson with Ayrton.

In my case I think I must be the exception to the rule. KLMC has started to run their 12 car rallies again and my original plan was to go and marshal. Dan Willan emailed me back asking if I was doing it with Ayrton. A quick phone call and yes we were going to have a go. The selling point was that it was all pre-plot.

It was, but not references but Herringbones, Map features etc but time to plot in the comfort of the Heaves Hotel bar. Unfortunately I didn't know that until we got given the route instructions.

I get home from work on the Thursday night and check that I have my bits & bobs ready for the nights entertainment. Its all on Map 97 and its been snowing all day, could be interesting. Get a phone call from Ayrton who tells me he can't make it. Email Dan and tell him that it now looks as though I will be marshalling. Turn up at the Heaves and I find that I will be doing after all but sat in with Ayrton's dad, Tony Harrison.

Get the route down but failed to check with Dan that I had got the correct roads plotted (Schoolboy error).

We are seeded at Car 1 !

Off we go and we are going reasonably well (but almost miss the code board on the first NAM). It is very slippery out there and we drop the odd minute or two here and there but then my early error of not checking the route with Dan comes home to haunt me.

We left TC 2 just before Staveley and arrive at TC3 on the road to Underbarrow. Out of TC3, down the yellow to Crook. Turn left onto the B5284 and slot right on the first yellow (the route instructions were a series of >>><< etc with the odd spot height & a church) I had got it all worked out and it even matched up with a Quiet zone. When we didn't find a code board I began to worry. When we met 2 other crews coming towards us, I worried a bit more. Never mind I said with more confidence than I felt 'They must be wrong! They were right we were wrong. I showed my route to Dan at the finish and it worked both ways other than I had passed 2 churches not one. Divine intervention needed.

Next problem. We left TC 4 (dropped a lot of time there. My route was 8 mile longer than Dans, better route but wrong & longer) and had a long run down the road towards High Newton. Got talking about Ayrton's new car that he is building ready for the John Robson (a Rover 214) and I wasn't keeping an eye on the map. I suddenly realised that I didn't know where on this road we were. Made the mistake of turning left one road too early and we beached on the grass triangle. Had to get out and push Tony off the thing!

Next bit was a run along the old A595 and then through Levens and back to the Heaves Hotel. When plotting this section I spent ages looking for a Post Office on the route to pass. Eventually twig that it was the po in SAM-POOL that I should have been trying to find.

Cracking Route, Slippery conditions. Poor result : finished 6th with a missed code board. However only one crew remained fail free and if we hadn't gone 8 miles further than everyone else might (only might) have got 2nd

Maurice Ellison : CDMC

Out & About with Gemini

Event Dates for the Calendar

Saturday
21st February
Clitheroe & DMC
Jack Neal Stages
Blyton

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
Greystoke

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

Gemini *Communications* ***Team***

MOTORSPORT
MANAGEMENT
SAFETY SYSTEMS

Serving Motorsport for 45 Years

www.geminicommunications.org.uk

Bill Wilmer

07973-830705 or

w.wilmer@btinternet.com

10th to 15th November

WRCGB

Sunday
15th November
Cadwell Park

Saturday
21st November
Clitheroe & DMC
Hall Trophy Stages
Blyton

Training Dates **To be Advised**

Bike Ride Dates **See Page 40**

Following the request after the Presentation Evening - Please see above the 2015 dates of events we have so far. I will fill in the rest when they are confirmed etc.
Web link is <http://geminicommunications.org.uk/>
All lists are now open for use.
Kindest regards to you all and thank you for your support over the years

To the Gemini Team Members



The 2015 Magnificent Golden Microphone Award along with cash awards of £150 to the winners.

The 2015 Championship, which is free to enter for all Gemini Licensed users, is now open for business:

The old 20 year old trophy has had an upgrade, we have mounted the original Magnificent 20 year old Golden Microphone on a new plaque along with the names of all the previous winners. Special thanks goes to Tony Jones, Gemini 56 who donated his 2014 winnings towards the cost of the new award along with thanks to Gary Heslop for his help in sorting a supplier for us.

Remember this year it will be 10 points for a Rally and 6 points for a Bike Ride, as last year.

Members on all events organized by an ANWCC club will be entered into the monthly cash prize draw and will score points into the marshal's championship; however you must claim your points by emailing ANWCC@talktalk.net within 14 days of the event.

**The first event to gain points on is:-
The Blyton Stages on the 21 February**

Sincerely Yours

Bill Wilmer

Gemini Motorsports Communications Team:

Welcome to the 2015 Bike Ride Events

Bike Events makes cycling enjoyable for everyone - we've been running rides for over 20 years and are the UK's biggest organiser of fund-raising and recreational cycle rides.

££ - Good Expenses Paid for Route Marshal's - ££
This is to welcome, advise, remind and invite you to help with marshalling cover on this years events, Last year the average expenses paid for each marshal on each event, depended of the length of the duty, was from £45 to over £140.

Listed below is our 2015 calendar of 5 events. If you can help please confirm if you have received this along with which events you can assist us on.

Bill Wilmer

Event's Chief Marshal,

Communications & Service Vehicles Co-ordinator

2015 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

I think I may have mentioned it before but now it's fully confirmed that **Robin Mortiboys, who was Gemini 17** for donkeys years and some time ago unfortunately had to sell all his equipment and retire with very poor health problems.

He has now, I'm very pleased to say, returned to good health, bought another radio, is fully licensed with the MSA, we have managed to get him his old call-sign re-assigned to him, yes he rides again and will be Gemini 17 once more, for the controllers his set id is 8315. Robin was, amongst many other things, was the Chief Safety Officer for the Plains rally for many a year, when you see him go over and have chat with him, he always has a lot of interesting things to tell you.

Motor Sport Safety Review

Group announces final recommendations on rallying

The review group set up to look at safety in the wake of three tragic deaths at the Jim Clark rally has published its final recommendations on multi-venue stage rallies.

The Review Group on Motor Sport Event Safety was set up by the Scottish Government following the deaths of three spectators at the Jim Clark Rally on 31 May 2014, and another accident at the Highland Snowman Rally in 2013 in which one spectator died and a child was injured.

The review group membership includes representatives of motor sports, Police Scotland and the Health and Safety Executive. Robert Reid, former World Rally Champion is a group member and Sir Jackie Stewart is an advisor to the group.

Minister for Sport, Health Improvement and Mental Health, Jamie Hepburn, announced the recommendations to Parliament.

Key recommendations that are critical to improving rally safety are:

- **Tighter controls over volunteer marshals including the introduction of a mandatory marshal licensing scheme, requiring marshals to obtain a licence following mandatory training and experience**
- **Input from Police Scotland, including, where appropriate, police supporting implementation of the safety plan, a liaison officer attending rallies and training support at a national level**
- **Improving safety of the media through better management of press attendance at rallies, including a press accreditation scheme**
- **Ground rules drawn up for spectators, marshals and competitors on assisting cars back onto the road - a common practice at rallies**
- **Improved communication with spectators and the recommended adoption of international standards for identifying low, medium and high risk spectator areas**
- **Stricter control of marshalling numbers – a requirement for marshal numbers to be published in the safety plan and adhered to for each rally stage**

Jamie Hepburn said:

“As we unveil the final recommendations of this review group, our thoughts are with the friends and family of the people who lost their lives in these two accidents. Rallying has a long and proud history in Scotland, but the tragic events at the 2014 Jim Clark Rally and 2013's Highland Snowman event demonstrated that action had to be taken.

“There will always be an element of risk connected to motor sport, but Scotland must take the lead in ensuring that we live up to our history of world class input to the sport and have the best spectator safety controls in place.

“I believe that the Review Group has brought us a package of measures that will bring about a considerable improvement in spectator safety.

“I look forward to working with the governing body of the sport, the Motor Sports Association (MSA) to make these recommendations a reality.”

Sir Jackie Stewart said:

“In the history of motorsport for many years safety was seldom on the agenda internationally. However, more recently motorsport has been an excellent example of effective risk management, with the sport safer than ever. Risks remain, as was demonstrated all too tragically at last year's Jim Clark Rally. The Scottish Government showed its leadership by initiating a review to look in particular at rallying. A committee was created, of which I was part, to look into how to remove as many of the downside risks in rallying for the sake of competitors, but more importantly spectators. This was essential after the tragedies at the Highland Snowman Rally in 2013 and the Jim Clark Rally in May 2014.

“I am very proud to have been part of an excellent process that was driven by the Scottish Government. I believe that what has been achieved in Scotland will be an example that will be taken up on a global basis by the sport of rallying including the world governing body the FIA and UK governing body MSA. I believe it is a great step forward in making the sport safer than ever.”

Jacques Berger, Head of the Safety Department at the FIA, the governing body for world motor sports, said:

“Safety is treated with the utmost importance across all our motor sport disciplines and naturally we support any measures that help safeguard competitors, volunteers, officials, spectators and media. The Motor Sport Safety Review Team's research, in conjunction with the Motor Sports Association and many of the sport's stakeholders, has been extensive and I am sure the implementation of their recommendations will further increase safety on multi-venue stage rallies, not only in Scotland but the UK as a whole.”

The full recommendations can be viewed at

www.scotland.gov.uk/About/Review/motorsport-event-safety-review/Recommendations

Wigton Motor Club

Motor Club of the Year 2005 & 2013

Review of the Year

The 2014 season proved to be another outstanding year for the Wigton Motor Club. With membership steadily increasing it reached 776 by the end of the year. A number of membership initiatives took place during the year in order to get more people involved in the sport.

March saw a highly successful autotest training day held at Maryport Business centre which was attended by more than 40 people who were taught not only as to how to compete but how to organise and marshals on these events. This has paid off with more members getting involved in running events during the year.

The two main rallies were the Lake District Classic Rally and the Solway Historic which both ran with capacity entries and also included in the increasingly popular "Targa" class for modern cars which is bringing in many younger members.

The historic scene is booming with a lot of interest in the Gates Tyres Northern Historic Rally Awards. Touring events were the single most popular events of the year from the three day Gallop event in May to the bigger one day events like the Rose and Thistle Challenge and the monthly "pub runs" which take place in the spring and summer. The highlight of the year is always the Cumbria Classic and Motor Sport Show at Dalem in August which every year gets more and more entries, this year well over 600 cars. The very popular grass autotest drew big crowds and the motorsport display was supported by the MSA's "Go Motorsport regional development officer."

Early October saw the final round of the Brockbanks Solicitors Cross Border Speed Championship at Kames which was once again a popular and slickly run event.

Wigton Motor Club has members competing in just about every form of motorsport and two highlights this year were Richard and Edwin Cook taking fourth overall on the Tour of Mull, perhaps the toughest tarmac event in the UK and Eddie Farrell and Robert Gate taking their E type Jaguar to tenth overall in the Daytona Classic 24 Race in the USA at the end of the year.

As the winner of the MSA Motor Club of the Year for 2013, Club secretary Graeme Forrester attended the Night of Champions at the RAC Club in London back in January and then more recently Graeme was invited to a reception with the Prime Minister at Downing Street to celebrate the success of British Motor Sport.

Sadly the year was marred by the sudden death of Club President Stuart Turnbull who had been a stalwart competitor, official and the current president of the Club.

The annual wards dinner will take place at the Skiddaw Hotel on January 17th when the guest speaker will be famed rally navigator Howard Davies.

The 2015 novice training will take place on March 22nd and will feature historic and targa rallying.



Organisers of the Britpart MSA British Cross Country Championship have announced details of the events which will make up the 2015 series.

Round 1 will take place in April at Pikes Peak in Wales, a venue that has been a popular round of the BCCC for several years with a course that mixes some of the fast gravel tracks used by Wales Rally GB and offroad sections where you wouldn't want to take a WRC car!

Crews will head to a new venue for round 2 in May, Hafren forest. Hafren is a well-known rally venue and was also used on the Baja GB event but it will be the first time the BCCC has visited it.

Forrest Estate in South West Scotland is the setting for round 3 and it is expected that the course will provide the same tough challenge for the drivers as it has in previous championships.

Round 4 will be in Radnor forest with the organisers making good use of the extensive network of forest tracks at the venue. This is another venue which features roads more commonly used in rallying interspersed with technical sections to fully test the cars and their crews.

After making a debut appearance in the BCCC in 2014 Bovington returns as a venue for round 5 of the 2015 championship. The MoD tank training facility in Dorset proved to be a great hit with the crews with a course including several surface changes, big jumps and a large watersplash.

The season will be rounded off with a visit to the Walters Arena course in October. The venue always provides a testing end to the year with wet weather usually making the course very slippery.

Interest in the championship has already been high with BCCC regulars such as Paul Harris, Richard Green, Steve Smith and Ian Bartlett planning on competing again. Several crews are either planning on their first BCCC season or making a comeback after a break. One such crew is Andi Skelley who is returning after spending most of 2014 rebuilding his Milner. Skelley will be navigated by Laura Shepherd.

In the Freelander Challenge Ian Linford, who won the title at the first attempt last year, will be part of a two-car team. In the other car will be championship newcomer Louisa Felice.

To register for championship regulations please contact the BCCC Entries Secretary, contact details are on <http://www.marches4x4.com>. The entry fee for the season will be £1,800.

Update as the season approaches will be posted on the championship Facebook page, <http://www.facebook.com/msabccc>.

BCCC 2015 Dates:

April 11/12 - Round 1 Pikes Peak

May 9/10 - Round 2 Hafren

June 6/7 - Round 3 Forrest Lodge

July 25/26 - Round 4 Radnor

September 12/13 - Round 5 Bovington

October 24/25 - Round 6 Walters

Inside the Industry with Paul Gilligan

Busy December For UK Dealers

Over 166000 new car registrations in December brought the year's score to just under 2.5M, almost 10% up on 2013 and although not quite an all time record, certainly the highest number for a very long time. As ever in December an awful lot of unsold cars were registered as manufacturers and dealers strove to hit, or at least get near, annual targets. It's fairly easy to see who the guilty parties are. For example BMW have been about 7% behind Audi all year. In December BMW were 55% ahead of Audi! And I happen to know that Audi pre-registered a lot of unsold cars in December so goodness knows how many BMW did, and educated guess would be somewhere between 6000 and 8000 cars?

Similarly Vauxhall have been about 20% behind Ford all year, but beat then by almost 13% in December. Of course all these cars have to be sold to a "proper" customer one day and will represent bargains to those who can locate them.

Great New Models To Look Forward To

New products are the lifeblood of the industry. They give customers a logical reason to buy a new car, dealers busy showrooms, and all of us observers something to get excited about. 2015 looks like a bonanza year with almost every manufacturer having something new to offer. This list isn't exhaustive, just some of the ones that interest me:

ALFA ROMEO are saving their big news for 2016 and beyond, but the glorious 4C Coupe is joined by a Spider (convertible) version. A strong contender for the best looking new model of the year. Then late in the year Alfa launch the new Giulia to take on BMW 3 Series etc in what is becoming a very crowded market sector with the arrival of the Jaguar XE soon.

AUDI have a new A4 to take on the Jaguar XE and for lottery winners the R8 is now available with just rear wheel drive as well as Quattro which sound fun, until you lose it that is.

BENTLEY at last launch their SUV to sit well above Range Rover. 200 mph and £200,000 are the rumours. Hopefully it will be a lot better looking than their last attempt 3 years ago. They have decided to call it the Bentley Bentayga which may not be the best start? In addition Bentley will debut the "Grand Convertible" which is in fact a droptop version of the Mulsanne. When I tell you it features the largest piece of wood veneer EVER fitted to a Bentley I know the queue will quickly form.

BMW have a 3 Series facelift together with new engines which are even lower emissions than the new Jaguar engine, a vital factor in the company car market.

FIAT will launch yet another 500 badged car, the 500X designed to compete with the very successful Nissan Qashqai. It's based on the Punto not the 500, but Fiat understand which name is the better seller! In addition the Fiat Group version of the new Mazda MX5 which was to be badged as an Alfa will now be the Fiat 124 Abarth, recalling an old name which many of us remember. It's to me EVEN better looking than the new MX5 which is saying something!

FORD have just launched the new Mondeo 3 years behind schedule, so not quite the leap forward it would have been had it been on time. They also have a new S Max and facelifted C Max people carriers to come later in the year. Most exciting of all (to me) is the official right hand drive Mustang coming in the summer. RHD never been done before in 50 years of Mustangs, neither has proper back suspension, the "live" axle has at last officially died. About £35000 for a 5 litre V8. You can buy a 2.3 litre 4 cylinder for a bit less, but who would? The same 4 cylinder engine goes in the new Focus RS, but I'd still buy the Mustang, V8 convertible please Santa!

HONDA as reported last month are looking to climb out of the doldrums with new Jazz, Civic, HRV, and most important to enthusiasts NSX. If you haven't ordered your NSX yet you're too late, all 100 UK cars already have deposits against them.

JAGUAR have a very important year with the launch of the XE to rival BMW 3 Series, Audi A4 etc. Over recent years Jaguar losses have been absorbed by Land Rover profits, now the cat has to stand on its own four legs. Proper servicing of the corporate market by the manufacturer and dealers will be vital, I'm not sure that's there yet. The F Type range expands this year to feature a manual gearbox! – and 4WD (but you can't have both in the same car). There's also a brand new XF and a major facelift to the XJ, so the results of many millions in product development. No pressure then.

LAND ROVER have launched the Discovery Sport to replace the Freelander, first customer deliveries are scheduled for March. Waiting list are about 4 months, no discounts yet but I somehow feel this won't be the same as the last few models LR have launched and we'll see shorter lead times and maybe some discount before too long. One new car that won't be discounted is the Evoque Convertible, due with us later in the year. Pictures look great, but they only show it hood down, perhaps for a reason? Whatever this will be THE car this year in Chelsea, Monte Carlo etc.

MAZDA launch the new MX5 (see FIAT above). We have become used to every new car being longer, wider, heavier than the one it replaces. Not this car, shorter and 50 kilos lighter, what can be wrong?

Continued on Page 44

MERCEDES will no doubt hit us with lots of new products as they continue to attempt to overtake BMW and Audi. The one that came to my notice is the revival of the Maybach name to be applied to a stretched S Class limo. 8" longer, all allocated to extra back seat space which is intended to emulate a Business Class aircraft cabin. I've been shown the sales training manual, the car costs £150000 + but all the comparisons are intended to show how superior it is to a Rolls Royce costing far more. Rolls owned by BMW of course!

SKODA have a new Fabia which is based on the latest VW Group small car platform and a transformation by all accounts, and it will still be great value. Superb gets a major facelift later in the year and remains the car of choice for those who'd like an Audi A6, but would also like some cash left over.

VAUXHALL continue to provide us with anything but excitement with a new Viva to start at about £8000, and a new Astra which is important to keeping open the Ellesmere Port factory which has won the battle to build it, but apart from that.....

There will be lots more no doubt, those are just the ones that caught my eye, or are important for different reasons. Still the 'Stang for me though! For 2016 the big news seems likely to come from Italy with Alfa and Maserati promising some fantastic new kit. Plus Jaguar's F Pace SUV, designed to compete with Audi Q5 etc, not with anything Land Rover honest.

Driverless Cars

These will shortly begin public road tests in Greenwich, Bristol, Coventry, and Milton Keynes. Good to see MK included, that means there is some confidence the things can manage roundabouts. However our Lords & Masters have decided that a "driver" must be on duty at all times, seated behind the wheel, belted in, licensed to drive, sober, not using a hand-held mobile phone, paying full attention, and ready to take control at any time. The "driver" will also be responsible for the fines and points should the "machine" commit any traffic offences.

This reminds me of the Lords & Masters of over a hundred years ago who insisted a car be preceded by a man walking in front of it carrying a red flag. Hopefully eventually the technology will be proven and the true benefits enjoyed by all. And somehow I think "eventually" might not be too far away.

Car Show or Tech Show?

The last few weeks have seen the Detroit Car Show and the Las Vegas Consumer Electronics Show. The latter received far more attention from both car makers and customers. Driverless cars, self-parking cars, cars that go off and find their own parking space, park themselves, switch off the engine and lock themselves, then come back to the owner like an obedient dog when summoned, all this and lots more was on show. Apple and Samsung are fighting to extend their smart phone technology to control cars. That will leave car manufacturers in a junior role, producing as FIAT boss Sergio Marchionne said "tin cans – a venue for other peoples' parties".

Are Lease Cars Cheaper?

Andy Armstrong posed this question last month. The simple answer is "most of the time yes". "Leasing" covers several different finance products, for the private buyer principally Contract Purchase or Contract Hire. Manufacturers like both these because they tie the customer into a planned change cycle. If you have a 3 year agreement at the end of the 3 years you HAVE to do something other than just deciding the car is fine and it will easily do another year. In addition the manufacturer can "track" just where you are in terms of your car being worth enough to settle the agreement early so you can take another car without having to pay much or anything in terms of a new deposit. You may be in a 3 year agreement but one manufacturer I know is targeting dealers to get those agreements settled after 18 months on average, simple, they sell twice as many cars. That in simple terms is why manufacturers are willing to incentivise customers to take a CP agreement, most often by offering a deposit contribution which can be worth as much as £5000 from Audi currently.

Contract Hire is a slightly different product, most often offered to the business market. However manufacturers are now increasingly offering it to private individuals. The advantages (to the manufacturer) are similar to the above, but under the law they do not have to declare the price of the car, which they do under a purchase agreement of any kind. No manufacturer wants it to be known they are giving discounts of 30% or more to shift unwanted product, so they simply slide that discount under the table to their own finance company and as if by magic a very low monthly rental appears. At one point last year Mercedes were offering E Class for £100 a month less than C Class, it should have been the other way round.

So Andy you are right, the customer who sticks to the old fashioned approach and simply pays for it will more and more often end up paying more.

Finally on your subject of high sided vehicles on the A66 in high winds I couldn't agree more. I had a similar experience a few weeks ago, scary indeed. Simple answer, get the insurance industry to agree that if a driver disobeys the sign that says the road is closed to high sided vehicles then he is driving without insurance. There will be a computer somewhere that knows when the sign was switched on, more and more trucks are fitted with telematics devices that will record when the truck passed that sign. The driver is then risking his licence, the operator their truck Operator's Licence, as well as a claim for an accident that could run into hundreds of thousands. The insurance company wouldn't cover them if they were driving without brakes, where's the difference?

IMS confirms 4WD for 2016 BRC The new-for-2016 MSA British Rally Championship will feature four-wheel-drive machinery in its leading classes, supported by a strong two-wheel-drive class structure for career-minded drivers.

Championship promoter International Motor Sports (IMS) made the announcement at Autosport International, confirming that from 2016 the BRC will welcome all homologated rally cars, up to and including the R5 class. In addition, an extension of five years can be granted after the expiry of a car's homologation, further increasing the pool of eligible vehicles to contest what will be the UK's premier stage rally championship.

"This is an exciting move and one which will help to establish the BRC as the pinnacle of UK rallying next year," said Ben Taylor, IMS Managing Director. "The R5 concept was created by the FIA to bring in much needed cost control without compromising on performance. It has been widely adopted throughout the sport, so now seems like the right time to welcome it properly to the UK market. The cars are exciting to drive, great to watch and should provide the perfect excuse for the best drivers to come and test themselves in a championship that is still revered around the world."

On the importance of the two-wheel drive classes, MSA Performance Director and 2001 World Rally Champion co-driver Robert Reid said: "It is clear that the best apprenticeship for young drivers is to learn their trade in the competitive two-wheel drive classes. It is essential that young drivers understand that they do not have to win the outright championship in order to progress, or try to prove what they can do in an R5 car too early in their careers. So the challenge is to ensure that the incentives for winning in R3 or R2 are great enough to keep them at this level – drivers need to see that it can be an important stepping stone that helps them graduate into ERC Junior or Junior WRC the following year."

Permitted tyres

In the 2015 MSA Yearbook, Section (L) Permitted Tyres, many of the tyres listed in List 1B are marked with an asterisk to indicate future withdrawal from the list. To clarify, this is because there are some demanding criteria being introduced for tyres to be E-marked, covering areas such as road noise, durability and wet surface performance etc. The tyre manufacturers are well aware that many of their existing "sports performance tyres" will not meet these criteria, so manufacture will cease over the next few months.

Risk management tool available online

The MSA has created an interactive risk management tool designed to help venue owners and event organisers to consider Health & Safety when planning a meeting.

What is it?

A simple-to-use pdf that includes links to the HSE website for all current legislation and documents, including a useful Health & Safety Toolbox. It can be printed or downloaded for your personalisation and use.

How does it work?

Visit the Clubs & Organisers Resource Centre on the MSA website to open the Risk Management Tool. Click on any of the tabs across the top depending on the topic required, or for a quick view of Risk Management click on the bar at the bottom. Otherwise, click 'enter' and follow the process. If you click on the Risk Assessment Tool tab at the top, you will be shown three downloadable templates – Word, Excel and pdf – depending on your preference. These templates are easy to use and will provide you with a simple process to follow when managing your risks.

Why should I use it?

If you are a venue or organiser, you have a responsibility to the competitors, officials, marshals, spectators and the general public to take the right precautions to minimise – or eliminate – any risks associated with running the event. These risks should be listed and the actions taken documented so that anyone can see what the management actions are. In the event of any problems, Risk Assessments (assuming they are practical, realistic and used) will help you manage the questions that follow and help you continue to improve your safety records. For more information: <https://www.msauk.org/assets/msariskmanagementtool.pdf>

Vehicle documentation

Some of the most frequently encountered problems with documentation such as Competition Car Log Books/ Vehicle Technical Passports, Historic Rally Vehicle Identity Forms or Category Two Rally Car papers are poor quality images. They can be out of focus, too light, too dark, with a muddled background, or taken at the wrong angle. Competitors and preparers are kindly requested to ensure that any images are clear and in focus, depicting the right information.

Shock Absorbers in Historic Rallying

A fundamental requirement of Historic Rallying is that only period modifications used in rallying on the particular make and model of car are permitted. It is exactly the same for cars prepared in accordance with FIA Appendix K, where the basis is that cars are in the specification detailed in the appropriate Homologation document. Where the homologation does not cover a vehicle component, the component must have been used in period on that make and model of car, with evidence to support this. For example, there is a suggestion that FIA Appendix K allows the use of Reiger shock absorbers. Reiger do not make shock absorbers of the type used in period; they only manufacture shock absorbers using the latest technology and these are not acceptable under either MSA Regulations applicable to Historic Rally Cars or under FIA Appendix K.

COLNE businessman Neil Simpson is relishing another year in the European Rally Championship in 2015.

Simpson took part in a number of events in the series last year on his return after a 12-year absence from rallying. The 42-year-old finished second in his Skoda Fabia S2000 in the Legend Fires North West Stages with co-driver Claire Mole last February before going on to compete in events in France, Ireland, Scotland, Belgium and the Czech Republic. Simpson, who is from Clitheroe but has Skoda dealerships in Colne and Preston, was thoroughly satisfied with his comeback year and is now looking forward to linking up with new co-driver Elliott Edmondson for 2015.

"The season got off to a great start," he said.

"We did the North West Stages Rally in Blackpool, it was a huge challenge to come back after 12 years out of the sport for me as a driver and a big challenge for the team as well because it was a brand new team literally formed over a couple of months over the Christmas period.

"To come back and do that first rally was a big challenge, but we finished second overall so it was a good start to the season. "My favourite rallies of the season were the Barum Rally in the Czech Republic on Skoda's home territory and the Condroz rally in Belgium. "It was the first rally with Elliott as a co-driver and it was a brilliant event that I'd always wanted to do since I was young.

"I used to go there spectating with my father when I was 10 and 11 years old.

"We finished 10th overall there. I was really happy with that.

"The car performed excellently throughout the year. What a cracking little package the Fabia S2000 is."

Simpson is relishing the prospect of the new season and believes his participation in the European Rally Championship is also good for his business.

"I don't think we've got any plans to compete outside of Europe, I think the European Rally Championship offers everything we need as a business and as a sport," he said.

"It is a great opportunity for us at Simpson Skoda to combine our passion with our business and the Skoda brand with our passion for motor sport and the two come together very well.

"The European Rally Championship is tremendous in terms of its scope from a PR and marketing perspective.

"There's a lot of TV both in Europe and outside of Europe.

"The one I'm really looking forward to this year is the Acropolis Rally in Greece.

"I used to go on holiday to Greece with my family when I was young, it's a lovely country and it's a very specialised event in that the first day is on tarmac and the second day is on gravel so you've got to change the car specification halfway through the event.

"That's a huge challenge not only for Elliott and myself but the team as well.

"I'm looking forward to that but I'm also looking forward to the Czech Republic as well tremendous amount of competition from other Skoda Fabia S2000 drivers and indeed R5 drivers, it's a very strong entry and an amazing pace.

"We finished 10th there last year and I'm looking to improve on that."

Lancashire Telegraph



Historic & Targa Rally Training Day Sunday March 22nd

This event is aimed at newcomers and novices to **Historic and Targa** rallies. They may well be of help to newcomers to the **touring type** of event that we and many other clubs run. Following the success of the similar event we ran for autotesting last year we are adopting a similar format which will include how to run events and how to marshal on them.

The format will be:

- 10.00 Coffee and welcome
- 10.30 Rules and regulations, technical regulations, the Law and insurance, types of event, car preparation, running an event and marshalling
- 11.15 Rally navigation, maps, routes, equipment, on the event.
- 12.15 Lunch**
- 13.15 Practice navigation run
- 14.15 Practice special test, marshalling
- 15.30 Debriefing and questions.

The presenters and tutors will be: Ron Palmer, David Agnew and Graeme Forrester

The number taking part will be limited to 40 people on a first come, first served basis. The fee will include the cost of coffee on arrival and a light lunch. The event is being sponsored by Wigton MC to approximately £15 per person for WMC members and by NESCR0 for non WMC participants who are members of NESCR0 Clubs..

Application form available from Graeme Forster at : info@wigtonmotorclub.co.uk

Sébastien Ogier claimed his third Rallye Monte-Carlo victory when he won the opening round of the 2015 FIA World Rally Championship

Sebastien Loeb took first blood in the battle for Rallye Monte-Carlo supremacy on the Thursday night, by setting one of the most astonishing times in the history of the World Rally Championship on the opening test at Entrevaux-Rouaine. With in-car split times banned for the new season, Loeb had no idea he had trounced his rivals by such a staggering margin. As he took off his crash helmet at the stage end and looked at the time sheets, his face was awash with shock. Sébastien Loeb held a slender 3.0sec advantage over arch-rival Sébastien Ogier following Friday morning's topsy-turvy action in the second leg of Rallye Monte-Carlo. After doubling his overnight lead to 28.3sec in a blistering drive through the opening stage, Loeb dropped time in both SS4 and SS5 in his DS 3 as conditions favoured his fellow Frenchman, who was 11 places further up the running order. Sunshine thawed the ice which made the opener so tricky, and the early cars in the start order dragged mud onto the road. That hindered Loeb and Ogier admitted he was doing his best to make things as hard as possible for his rival. Ogier was second through both SS4 and SS5, reclaiming more than 21sec in the latter. Jari-Matti Latvala enjoyed a better rhythm to regain third in his Polo R, although the Finn was 67.7sec behind Ogier. Having ceded third in the opener, he relegated Ford Fiesta RS duo Ott Tänak and Elfyn Evans, the latter admitting to clipping a bank in SS5. Kris Meeke was just 0.4sec behind in sixth with Andreas Mikkelsen close behind the Northern Irishman. Mads Østberg, Thierry Neuville and Dani Sordo complete the top 10. Although Robert Kubica's hopes of overall success has ended, the Pole flew to win both SS4 and SS5 in his Fiesta RS.

All the top drivers opted for studded tyres, but with the sun ensuring sections of bone dry asphalt, retaining the spikes became increasingly difficult and many drivers ended the last stage of the group struggling for grip. Stéphane Lefebvre led WRC 2 in a DS 3 R5 by just 1.7sec from the similar car of Martin Koci, with Quentin Giordano almost a minute behind in third. Sébastien Ogier ended Friday's intriguing second leg of Rallye Monte-Carlo with a comfortable lead after a thrilling fight with Sébastien Loeb ended with a mistake from the nine-time world champion.

The Frenchmen traded times in a topsy-turvy day through six stages in the mountains north of Gap. Ogier had snatched the lead for the first time when Citroen's Loeb, pushing hard to regain the initiative, hit a rock and broke his DS 3's rear left suspension.

It handed Ogier a 1min 45.4sec advantage in his Volkswagen Polo R over team-mate Jari-Matti Latvala, with Andreas Mikkelsen completing a 1-2-3 for the German squad after climbing from seventh in the afternoon. He was 49.4sec behind Latvala. Overnight leader Loeb doubled his advantage to almost 30sec in icy conditions in the morning's opening stage. But as the sun thawed the roads, Ogier took advantage of an early position in the start order to reduce the gap to 3.0sec as Loeb struggled for grip in the dirt.

Ogier moved ahead in the penultimate stage of the day when Loeb lost a handful of seconds after spinning at a hairpin. Then Loeb hit a rock midway through the final stage and dropped six minutes limping out, eventually stopping for good in the following liaison section.



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Tyre selection was as difficult as ever on this rally. Studded rubber was the safe choice, but as the temperature rose and frozen sections turned to mud, finding the correct balance between spikes and unstudded winter rubber was almost impossible. Mikkelsen was uncomfortable in the conditions but the Norwegian avoided problems to take third in the days final stage. He was 9.6sec ahead of Ott Tänak's Ford Fiesta RS, with Mads Østberg climbing from eighth to fifth in the final kilometres in a DS 3. Elfyn Evans was frustrated with his tyre choice and dropped more seconds with a spin in SS6 as he slipped to sixth. Hyundai duo Thierry Neuville and Dani Sordo were seventh and eighth, with Martin Prokop and Henning Solberg completing the top 10. Kris Meeke also fell foul of the last stage when he broke his DS 3's rear left suspension but, unlike team-mate Loeb, Meeke was unable to exit the stage. Robert Kubica was well down the order after electrical issues but the Pole showed great pace to win three stages. He was another final stage victim, going off the road before puncturing later after hitting a tree.

The 19.93km test from Prunieres to Embrun lies just 35km east of the Gap service park and huge crowds flocked into the stage. However, there were so many fans packed into the final few kilometres that organisers cancelled the test for safety reasons. Sébastien Ogier handed away a huge part of his Rallye Monte-Carlo lead after an ultra-cautious drive through the longest stage of the event on Saturday morning which has a 5.3km section added to the version used last year. It's a mix of new asphalt and an older surface and contains many long, fast corners. It climbs two cols, Espréaux and Faye, with many technical sections to challenge drivers. However, the Volkswagen Polo R driver was unconcerned after team-mate Jari-Matti Latvala sliced his advantage by 40.5sec during the marathon test, and he returned to lunchtime service in Gap with a lead of 64.9sec.

Ott Tänak's tenure of fourth ended when the Estonian slid into a ditch at a gravel-covered corner after 38.8km. Fans manhandled his Ford Fiesta RS back onto the road but he dropped 18min and plunged down the order. That allowed Mads Østberg to climb to fourth in Citroën's DS 3, 38.7sec behind the third Polo R of Andreas Mikkelsen. Elfyn Evans and Dani Sordo completed the top six, the Spaniard climbing ahead of team-mate Thierry Neuville. Robert Kubica (pictured above) won the stage with a stunning performance. He was 33.4sec faster than Kris Meeke and 41.2sec quicker than Sébastien Loeb in third. Sébastien Charbonnet was caught out by the ice and crashed his DS 3 into a wall after 15.3km. Spectators lifted his car back onto the road but the Frenchman lost more than 30 minutes. Lorenzo Bertelli also slipped off in his Fiesta RS. Although his car was undamaged, there was nobody to help him regain the road and he retired.

Dry asphalt is a rarity at Rallye Monte-Carlo and Sébastien Loeb made the most of those conditions to set fastest time through the first of Saturday afternoon's two special stages. It was the first clean asphalt stage of the weekend and Loeb was quickest in Citroën's DS 3 by 1.8sec from Robert Kubica, the Pole continuing to set superb times in his Ford Fiesta RS. Jari-Matti Latvala was third in his Volkswagen Polo R, the Finn taking back another 2.1sec from team-mate Sébastien Ogier, who was fifth. The pair sandwiched Kris Meeke in fourth. Dani Sordo was eighth in his Hyundai i20 but reported that the car's steering column felt loose, while Ott Tänak was back in the fray after the M-Sport mechanics fitted a new clutch to the Estonian's Fiesta RS in service. Tänak damaged it while trying to regain the road in the previous stage.



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An ultra-cautious Sébastien Ogier surrendered more than a minute of his Rallye Monte-Carlo lead on Saturday but still had a comfortable advantage going into Sunday's final leg. Holding a 1min 45sec lead, Ogier refused to take risks on ice and snow-covered roads in the mountains near Gap. His advantage dwindled to 42.8sec as team-mate Jari-Matti Latvala closed in with just three speed tests remaining near Monaco. The first of the days four special stages was cancelled for safety reasons but Ogier conceded 40sec in the next. After matching Latvala on dry roads in the following test, Ogier dropped 20sec in the final Sisteron stage, which was mostly dry but contained 4kms of snow at the mountain top. Latvala was surprised to regain so much time on his colleague. Andreas Mikkelsen maintained Volkswagen's 1-2-3, the Norwegian 1min 07.0sec behind after an incident-free day. Mads Østberg climbed to fourth in Citroën's DS 3 despite stopping for 15sec in the final stage to reset the engine when it dropped onto three cylinders. He capitalised on a mistake by Ott Tänak who dropped 18min after sliding into a ditch. Dani Sordo moved from eighth to fifth in his Hyundai i20, the Spaniard 4.7sec ahead of team-mate Thierry Neuville. Elfyn Evans slipped to seventh after limping through the final stage with damaged rear left suspension in his Ford Fiesta RS. Martin Prokop, and recovering team-mates Sébastien Loeb and Kris Meeke completed the leaderboard. Meeke set fastest time in the final stage despite a spin at a hairpin. Robert Kubica again displayed blistering speed in his Fiesta RS. The Pole crushed the opposition to win the opener by 33sec and was second in the other two stages. Henning Solberg dropped off the leaderboard after going off for almost two minutes in the final stage, while Sébastien Chardonnet lost more than half an hour when he slid into a wall. Lorenzo Bertelli also went off and it took more than an hour for the Italian to get on the move. The final leg started from Monaco and drivers faced three stages covering 51.98km before the finish, including the crossing of the legendary Col de Turini. The final lunchtime test from Col St Jean to St Laurent forms the live TV Power Stage with bonus points to the fastest three drivers. Sébastien Ogier finished the four-day rally in the French Alps with a 58.0sec lead in his Volkswagen Polo R after seeing off an early challenge from nine-time world champion Sébastien Loeb. Finn Jari-Matti Latvala finished second, 1min 14.3sec ahead of Andreas Mikkelsen, who completed a 1-2-3 for the Volkswagen squad. Kris Meeke won the rally-closing live TV Power Stage in Citroën's DS 3 to take maximum bonus points. Loeb claimed two points for second in a similar car, with Latvala taking one point for third.



Their three kids, all successful, agreed to a Sunday dinner in their honour.

"Happy Anniversary Mom and Dad," gushed Son No. 1.

"Sorry I'm running late. I had an emergency at the hospital with a patient, you know how it is, and I didn't have time to get you a gift."

"Not to worry," said the father.

"Important thing is we're all together today."

Son No. 2 arrived. "You and Mom look great, Dad."

I just flew in from LA between depositions and didn't have time to shop for you."

"It's nothing," said the father.

"We're glad you were able to come."

Just then the daughter arrived.

"Hello and happy anniversary! Sorry, but my boss is sending me out of town and I was really busy packing so I didn't have time to get you anything."

After they had finished dessert, the father said, "There's something your mother and I have wanted to tell you for a long time."

"You see, we were really poor, but we managed to send each of you to college."

Through the years your mother and I knew we loved each other very much, but we just never found the time to get married."

The three children gasped and said, "WHAT? You mean we're bastards?"

"Yep", said the father,

"Cheap ones too..."

An Italian, a Frenchman and an Englishman were discussing screams of passion.

The Italian said: "Last night I massaged my wife all over her body with the finest extra virgin olive oil, then we made passionate love and I made her scream, non-stop, for five minutes."

The Frenchman said: "Last night I massaged my wife all over her body with special aphrodisiac oil from Provence and then we made passionate love. I made her scream for fifteen minutes."

The Englishman said: That's nothing! Last night I massaged my wife all over her body with a special butter. I caressed her entire body with the butter, and then made love and I made her scream for two long hours."

The Italian and Frenchman, astonished, asked, "Two full hours? Wow! That's phenomenal. How did you make her scream for two hours?"

The Englishman replied: "I wiped my hands on the curtains."

This cowboy walks into a bar and orders a beer. His hat is made of brown wrapping paper, his shirt and vest are made of waxed paper, and his chaps, pants, and boots are made of tissue paper. Pretty soon they arrest him for rustling.

Charles Dickens walks into a bar and orders a martini. The bartender asks, "Olive or Twist?"

1: So long split times

In recent years, thanks to improvements in mobile data and timing systems, WRC drivers have been able to monitor their rivals' speed during a live stage via a stream of data messages sent from their team. By receiving splits, which were taken from the official timing system, drivers could speed up or ease off if necessary - modifying their strategy on the go.

It was a handy tool, and far superior to the old system that involved team personnel lurking on the roadside with stopwatches and pit boards. But from 2015 the drivers will have to do without it. At its meeting in December, the FIA World Motor Sport Council decided that 'from 2015, the transmission of performance data or information to or from a competing car, not in relation with safety, is forbidden during special stages to help promote greater competition.' So, although the live split times will continue to be available to teams (and wrcc.com users) the drivers will have to rely on their intuition alone to judge their speed. And that's going to make the familiar Sunday driver quote "I'm just keeping an eye on the pace of the guy behind" a thing of the past. And that's great news.

2: Running order revamp

The order in which drivers start WRC stages is controversial because on many rallies the first through will be at a disadvantage. This is most noticeable on loose, dry gravel events, where the first competitor - or competitors - will encounter more slippery conditions than those following. On the other hand, it can be advantageous to be first through some roads - damp asphalt for example - where the surface will tend to get dirtier with each passing car. So, what is the fairest way to decide who should go first? Over the years the FIA has tried numerous different systems, from letting the drivers choose their own positions depending on their performance at Shakedown, to the 2014 system of drivers' championship order for day one and then reverse rally classification order from then on. This year the FIA has revamped the system again so that seeded drivers will start Friday and Saturday's stages in championship order and only Sunday's final day in reverse classification order.

It's a system that will give the championship leader the worst conditions for the majority of some rallies. Understandably, this hasn't gone down well with Sebastien Ogier, but others argue that the leading driver should be best able to overcome any disadvantage and this is the best way to level the playing field. Is it a fairer system and will it lead to closer battles? We'll see soon - but for the full effect we will have to wait until Rally Guanajuato Mexico in March.

3 : Rally car evolutions

After a cost-cutting freeze on development in 2014, this season's rules give manufacturers greater scope to improve their World Rally Cars. The changes will be subtle rather than revolutionary, but at the sport's top level even the smallest detail can make a big difference.

In the cockpit, the most obvious change will be the reintroduction of steering wheel-mounted gearshift paddles, a system that replaces the 2014-spec sequential stickshift. Under the skin, manufacturers can take advantage of a new supply of homologation 'jokers', enabling them to make a limited number of mechanical changes to their homologated designs. There are changes too to the minimum weights of some components, allowing greater freedom to play with weight distribution and balance.

The first manufacturer to make full use of the regulations will be Volkswagen, which will introduce a new version of its championship-winning Polo at Rallye Monte-Carlo. Citroen too will introduce changes at the opening round, with the DS3 getting a new engine, developed alongside its World Touring Car unit, new suspension and a paddle gearshift. Two other evolutions are planned by Citroen during 2015, with an aero package scheduled for April and a second step with the suspension in the second half of the year.

M-Sport's Fiesta RS will have a modified pneumatic gearshift system in time for Monte Carlo. More changes are planned for Vodafone Rally de Portugal, where a new engine, transmission and new hydraulic gear selection system will make their debut. Like M-Sport, Hyundai will start the season with an upgraded version of its 2014-season car, before an all-new model is introduced later in the year.

There are changes to the cars in the Junior World Rally Championship too, where this year's competitors will drive the more powerful 'Maxi' version of the DS3 R3T. Finally, fans of exotic machinery should keep an eye on the FIA's new Cup for R-GT cars which, for the opening round in Monte Carlo, features three, flat-six Porsche 911s.



£ 31.47 from Amazon !?

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

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

9th August

St Wilfrid's Classic Rally

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

14th March

Hexham Historic Rally

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

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

6th Sept

Durham Dales Classic

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

14th June

Shaw Trophy

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

29th March

Devils Own

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

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

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

The Targa Challenge Rounds are :

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

IMS confirms 4WD for 2016 MSA British Rally Championship

The promoters of the new-for-2016 MSA British Rally Championship have confirmed that when the series returns to action next year it will feature 4-wheel drive machinery in its leading classes, supported by a strong 2-wheel drive class structure for career-minded drivers.

The announcement made by International Motor Sports (IMS) at the Autosport show at the NEC in Birmingham, confirmed that from 2016 the BRC will welcome all homologated rally cars, up to and including the R5 class. In addition, an extension of five years can be granted after the expiry of a car's homologation, further increasing the pool of eligible vehicles to contest what will be the UK's premier stage rally championship.

Sharing top billing alongside the championship-leading R5s, the 2016 BRC will feature a strong and competitive class structure in the 2-wheel drive categories, in recognition of the championship's importance as a development environment for young rally drivers – something achieved with great success by the BRC in recent years. This will provide the essential formative training required by those career-minded drivers before they head for international competition and IMS will work closely with sponsors, teams and manufacturers to create meaningful incentives that will retain aspirational drivers in these classes.

Commenting on the announcement, IMS Managing Director Ben Taylor said:

"This is an exciting move and one which will help to establish the BRC as the pinnacle of UK rallying next year. We understand that competitors and teams need to make long-term plans, so we have made this early announcement about vehicle eligibility to give them as much notice as possible about the future.

"The R5 concept was created by the FIA to bring in much needed cost control without compromising on performance. It has been widely adopted throughout the sport, so now seems like the right time to welcome it properly to the UK market. The cars are exciting to drive, great to watch and should provide the perfect excuse for the best drivers to come and test themselves in a championship that is still revered around the world."

On the importance of the 2-wheel drive classes, MSA Performance Director and 2001 World Rally Champion co-driver Robert Reid said:

"It is clear that the best apprenticeship for young drivers is to learn their trade in the competitive 2-wheel drive classes. It is essential that young drivers understand that they do not have to win the outright championship in order to progress, or try to prove what they can do in an R5 car too early in their careers. So the challenge is to ensure that the incentives for winning in R3 or R2 are great enough to keep them at this level – drivers need to see that it can be an important stepping stone that helps them graduate into ERC Junior or Junior WRC the following year."

Taylor also announced that experienced event organiser Iain Campbell – Clerk of the Course of the Mull Rally and Deputy Clerk of the Course on Wales Rally GB – will be working with IMS on a freelance basis to assist with preparations for the new championship.

"I am delighted to have been asked," said Campbell, who also played an important role in the creation of the IRC Rally of Scotland. "The start of the 2016 season may be more than a year away, but there is a huge amount of work to do in the next few months to put things in place. I look forward to making a contribution to the creation of the new championship and bringing a fresh perspective to the challenge."

Speaking on the main Autosport Stage this morning, Taylor acknowledged the challenge ahead and the importance of getting it right:

"We know that the sport is looking on with interest to see what shape the new BRC is going to take and its success is important for the greater good of UK rallying. Our target is pretty simple: to have the best drivers in the best cars on the best events. We look forward to continuing to work with drivers, event organisers, teams, manufacturers and sponsors in the coming year to ensure that we deliver on that ambition in 2016."

Weir Engineering Wydean Forest Rally 14th February 2015

The regulations are now online on the club's website
[www.camconline.co.uk/events/2015 ... road-rally](http://www.camconline.co.uk/events/2015...road-rally)
The online entry system can be found at
[www.rallies.info/webentry/2015/ ... bentry.php](http://www.rallies.info/webentry/2015/...bentry.php)

KLMC & MCC Marshals Training Night

To help our members Marshal on the events they are wanting to we are running, in conjunction with Morecambe Car Club, a Marshal Training evening on Tuesday 3rd February at the Vale of Lune, Powder House Lane, Lancaster LA1 2TT from 7.30. By the end of the evening you will have been trained to the level required by the MSA and will become a registered marshal. We will also be covering yellow flag procedure and a few Timing changes. As a light supper will be available we need numbers so please confirm your attendance to
klmc@mediachoice.co.uk

Caernarvonshire & Anglesey Motor Club Ltd D P Welding Valentine Novice Road Rally 14th/15th February 2015.

The route will be approximately 85 miles in total on map 114, including 2 special tests at Anglesey Circuit. It is run for novices and beginners, but experts will be allowed, but will not be eligible to win the Valentine trophy. Help will be on hand on the night to assist crews. The event is open to only 40 cars, and it is a closed to club event. You can join the club at signing-on. Each crew must supply a marshal. Regs will be available from 7th January as well as the online entry system. Entries will only be accepted via the online entry system. We look forward to welcoming you to Anglesey on Valentine's Day. Angharad Morgan. Entries Secretary

valentinerally@gmail.com

The regulations are now online on the club's website
[www.camconline.co.uk/events/2015 ... road-rally](http://www.camconline.co.uk/events/2015...road-rally)

The online entry system can be found here
[www.rallies.info/webentry/2015/ ... bentry.php](http://www.rallies.info/webentry/2015/...bentry.php)

We look forward to receiving your entries.

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>

Kirkby Lonsdale MC

The 12 Cars are back!

For those who don't know, a 12 Car is a short navigational rally, usually held mid-week for a maximum of 12 crews (hence the name). They are a brilliant way of learning the basics of map plotting, map reading, time keeping and driving. The beauty is you can compete in any car, as the emphasis is placed on accurate navigation rather than speed. As in the past, spotlights will not be permitted.

To get everyone back into the swing of things we'll be primarily aiming at Novices and total Beginners for the first few events. To begin with competitors may, if they desire, send their map to me before the event and I will draw the whole route on for them so all they need do on the night is follow the route and concentrate on the codeboards and the timing. Hopefully this will encourage some brand new budding navigators into the lanes! Round One, the Jack Harry Cup, will take place on Thursday 29th January, starting and finishing at the Heaves Hotel, Levens with a 60 mile route entirely on OS Landranger map 97. The first car will leave at 20:30, so if you want time to plot the route yourself please arrive in plenty of time. The entry fee is £15.00 which includes grub at the finish. If your insurance doesn't cover you for competitions then you will have to pay an additional £18.00 for Lockton's blanket cover. To book an entry or for more information please drop me a line anytime - 07834 275102/DTWillan@btconnect.com

Marshals will also be required on the night, if you can help out please let me know or just turn up at the Heaves. I'd also appreciate a Closing Car to pick up all the codeboards, any takers? Look forward to seeing you on the 29th.

MSA launches 2015 road safety film competition



The 2015 MSA/FIA Action for Road Safety Film Studies Competition, supported by Allianz and the FIA Road Safety Grant Programme, is now open. Young people aged 16 to 24 are invited to submit short films highlighting one of the FIA's 10 Golden Rules for Safer Motoring.

Building on the success of the 2014 contest, which saw 12 prize winners travel to Monza to meet Lewis Hamilton and FIA President Jean Todt at the Italian Grand Prix, in 2015 two incredible top prizes will be on offer for young people who capture the key message of road safety most effectively.

In association with Allianz, two teams of up to five students will get an amazing experience as they travel to a Formula One Grand Prix to enjoy prime grandstand seats. What's more, each winning team will receive £4,000 to spend on filming equipment.

Entry is open to individuals as well as academic institutions, and the submission process has been streamlined to allow entrants to simply upload their videos to their video sharing website of choice. They then need to email the link to their video to media@msauk.org.

Statistics confirm that road accidents are still the biggest killer among 16- to 24-year-olds in the UK. Working closely with the FIA, the MSA has expanded 2014's competition making it open to all young people in the high-risk age group.

The films will focus on one of the FIA's 10 Golden Rules:

- Buckle up
- Respect the Highway Code
- Obey the speed limit
- Check tyre pressures
- Drive sober
- Protect children
- Pay attention
- Stop when tired
- Wear a helmet (on two wheels)
- Be courteous.

Entries to the competition should be no longer than 90 seconds and focus on one or more of the above rules, with extra credit awarded for references to motor sport.

The competition closes on 23 July 2015.

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.

This is from the marketing room of 1964 when WD40 was first released. These days, the advertising 'police' can't even handle Baa Baa Black Sheep. How would they go with this?

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ITS GOOD STUFF



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

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

Clitheroe & D.M.C. Jack Neal Memorial Stages Rally February 21st 2015



A Round of the Following

The Road Runner Phoenix Awards
ANEMCC Stage Rally Championship
ANWCC Stage Rally Championship
SD34 Gazzard Accounts
Inter-Club League
SD34 Gazzard Accounts
Stage Rally Championship
Alexander Calder Finacial EMAMC
Single Venue Stage Rally Championship

regs : www.cdmconline.com or
[www.myweb.ecomplanet.com/LIND7459/Ja ... %20SRs.pdf](http://www.myweb.ecomplanet.com/LIND7459/Ja...%20SRs.pdf)

Entry form available

<https://www.rallies.info/webentry/2015/...bentry.php>



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, delilary, 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 it's early evening start, with the possibility of a couple of tests getting the proceedings underway. The bulk of the event will, however, consist of a 90+ mile road 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 it's 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/

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	Official Event Title	Entries Close at 8pm
21/2/15	MAS	87 Rally	Wed 11/2/15
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



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 Riddock and Andy Pullan

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

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)

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.

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.





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.FU



Morecambe Car Club

3rd February 2015,

Marshal's Training in Association with KLMC

: - Brush up your training skills on this MSA run training night and we'll even put on refreshments, but you need to RSVP your intention to attend.

15th February 2015,

The Bobby Parkes T.T. (Tour & Tests)

Lancashire & Cumbria ,
contact Graham Foxcroft

7th March 2015,

The Malcolm Wilson Rally

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

25th April 2015,

The Morecambe Tour,

Lancashire & Cumbria,
contact John Pinches or Bob Cordingley.

25/26th July 2015,

The Morecambe Rally,

Lancashire, North Yorkshire & Cumbria ,
contact Danny Cowell

24/25th October 2015,

The "Illuminations" Rally,

Lancashire, North Yorkshire & Cumbria, contact Derek Shepherd at derekshepherd12@btinternet.com

Dave & Julie Harwood at



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Whitegate,

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Bath Festival Rally 7/8th February 2015

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

Regulations are now available and entries open from : www.bathmotorclub.com



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

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



www.retro-speed.co.uk

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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!!

A.J Harrison & Co

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John Robson Rally
14th MARCH 2015

We won't let Road Rallying in
The North East die without a fight !!!!!
Email : edgraham01@sky.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

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

Snowman Rally
21st February

Entries are now open for the 60th anniversary Arnold Clark Thistle Hotel Snowman Rally.

We look forward to seeing you all in February !!
www.snowmanrally.co.uk

Lincoln MC & CC **M G Raw Bruce Robinson Rally** **7th-8th Feb 2015**

Lincoln MC & CC will be running the M G Raw Bruce Robinson Rally on the 7th-8th Feb 2015, we'll be offering 140 miles of the best Lincolnshire lanes on maps 113, 121 & 122, starting and finishing in Langworth and including around 25 miles of white roads.

This year marks the 25th Anniversary of the Bruce first running as a road rally, having started as a stage rally in the late 1950's, we've put a lot of effort into planning a great route for this year including a selection of new roads and a handful of special tests.

Regs will be out soon, with a similar format to last year.
Chris Faulkner

www.brucebrinsonrally.co.uk

Broughton-Bretton Motor Club **Bryniau Clwyd** **21/22 February 2015**

Broughton-Bretton Motor Club are delighted to welcome you to the 2015 running of the Bryniau Clwyd.

Once again a National B rally and a round of the ANWCC, WBCC and a soon to be announced new series, we will be offering a 120 mile route on maps 116 & 117.

Centered on the market town of Mold, start/finish/halfway/trailer/noise and scrutineering facilities will all be within the town.

We would like to assure competitors we've taken on board feedback from 2014 and altered the route to take away some of the rougher parts

Regs and entries will open on 19th December at 22.00hrs, we do hope you can join us in 2015

www.bbmc.org.uk

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

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

Returning competitors will see some changes to the event.

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

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

You are more than welcome to come along, have a blast, and enjoy the compact route of approximately 45 stages miles and 80 road miles and a central service area.

Regs : www.redkitestages.co.uk/

**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**

**National Motorsport Week 2014
Winners**

The Kick Energy Rally!

Matlock Motor Club entered the Kick Energy Rally into the National Motorsport Week 2014 competition, the prize being a £1,000 prize offered by the Motorsport Foundation.

Many entries from MSA clubs were received and due to the high standard of applications, this presented a difficult task for the judges to select an overall winner. Following careful consideration, the judge's opinion was that, for the first time, two equally worthy winners will share the 2014 £1,000 prize!

Congratulations to both the Aintree Circuit Club and the Matlock Motor Club - Aintree for their Ormskirk MotorFest and Matlock for their Kick Energy Rally of Derbyshire!

Frances Banning, Amanda O'Brien and Sasha Heriot have been invited to attend as guests at the Autosport International Show and the Business Excellence Awards evening on 8th January 2015 at NEC, Birmingham. Sasha will be collecting the award on behalf of the club. Well done Matlock Motor Club - a great achievement by all!

<http://www.nationalmotorsportweek.co.uk/National-Motorsport...>



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**2015 Riponian Rally
Feb 22nd 2015**

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

The Riponian Rally will run on February 22nd

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

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

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

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

Acknowledgements

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

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

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

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

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

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

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 2nd February

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 February 16th 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 March edition is Thursday the 26th February
which is due out on Saturday 28th of February

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