

# April 2015 spotlight



*Photo Courtesy of Dave Cook*

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

Volume 5 : Issue 3 : April 2015 : Maurice Ellison

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MOTOR SPORT GROUP

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



# Chairman's Chat

Another month and a welcome to another club joining the group and this time it is **Preston Motorsport Club** who has just been recognised by the MSA as a newly created club. A primary aim of the club is to recruit youngsters to our sport and we must applaud them for that intent as the younger members will be the future of the sport. The club hopes to start by running a series of autosolo's as these are ideal being relatively cheap to enter but give a taste of competition.

Various recommendations are being issued following on from the tragic events of last year and we will all need to heed them as their introduction into stage rallying will be essential for the sport to continue safely. I saw one of the recommendations, that of an additional safety observer, on the Malcolm Wilson Stages earlier last month so things are happening hence organisers please be aware of the necessary changes.

Best regards,  
**Les Fragle,**

Chairman/Secretary, SD(34) Motor Sport Group

## SD34MSG Meeting : 18th March

- There had been some concern over the growth of the group recently however it was agreed there was nothing to be aware of, it was good that clubs are wishing to join and that more clubs should mean more competitors and marshals and more variety in the types of events to go into the calendar.
- Representatives of Preston Motorsport Club gave a summary of why the new club wished to join the group and it was agreed that subject to being recognised by the MSA (*since achieved*) the club would be invited to join.
- Two member clubs had still not paid their subscriptions and until they do no club members will gain any Inter-Club League points for their club.
- The Awards Presentation Evening had made a profit thanks to the work put into it and the support for the raffle.
- A donation from Gazzard Accounts was greatly received.
- Three PCA's run by Under 17 MC were added to the calendar.
- BleMCC had changed their date for the March Non Race/ Rally events from the 15<sup>th</sup> to the 22<sup>nd</sup>. *When dates change the organising club is responsible for informing the committee.*
- Alan Shaw will be standing down as the North West Route Liaison Officer in November after ten years in the post. We thank Alan for all his hard work and if there is anyone who might wish to consider taking on the role please let Alan know. Alan once again reminded clubs to get their routes in early as with more events such a touring assemblies being added the potential for route clashes will increase and routes will be assessed in the order they are received.
- The Championship positions were read out and can be found within this issue.
- The recent ANCC meeting reported on a Forest Stakeholders Meeting which stated that the culture of stage rallies in the forests will need to change to ensure the sport remains safe. Improved marshal registration and training is being introduced but we must encourage more marshals as many may not want the red tape but we will have to accept it.
- At the last meeting it was suggested that the group should have a banner to be displayed at events and thanks to Ray Duckworth of PDMC we now have such a banner which was first displayed at the Anglesey Circuit during the Lee Holland Stages Rally.
- The next meeting will be on Wednesday 20<sup>th</sup> May at the Hartwood Hotel.



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# SD34MSG - Member Clubs & contact details

## Accrington MSC

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

## Blackpool South Shore MC

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



## Bolton-le-Moors MC

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



## Bury AC

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

## CSMA (NW)

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



## Clitheroe & DMC

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



## Garstang & Preston MC

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



## High Moor MC

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



## Hexham & DMC

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



## Knowldale CC

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



## Lightning MSC

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

## Lancashire A.C.

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



## Liverpool MC

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



## Larne MC

Contact : Rod Brereton  
Email : pdmc@clara.co.uk  
Tel. :  
Website : www.larnemotorclub.co.uk



## Manx AS

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



## Motorsport (NW) Ltd

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



## Mull CC

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



## Pendle & DMC

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



## U17MC-NW

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

## Stockport061MC

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



## Wallasey MC

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



## Warrington & DMC

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



## Wigan & DMC

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



## 2300 Club

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



## Airedale & Pennine MCC

Contact : John Rhodes  
Email : rhodesj3@sky.com  
Tel. :  
Website : <http://lgi165.wix.com/apmcc>



## Matlock MC

Contact : Francis Banning  
Email : frannybee66@yahoo.com  
Tel. :  
Website : [www.matlockmotorclub.co.uk](http://www.matlockmotorclub.co.uk)



## Preston MC

Contact : Louis Baines  
Email : louisbaines@hotmail.co.uk  
Tel. : 07792 903166  
Website : coming soon



## Contacts

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



## Comprising the following Clubs



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



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



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



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



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



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



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



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

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

Mark Wilkinson - [secretary@nwstages.co.uk](mailto:secretary@nwstages.co.uk)

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Johnson for more details

### Steve Johnson

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

### Les Fragle

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

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

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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*



# ***Airedale & Pennine Motor Car Club***

The Airedale and Pennine Motor Car Club has its roots in the merger between two local clubs. The Airedale Pirates and the Bradford Bandits. This took place almost sixty years ago and our club records show a consistent interest in competitive motorsport, particularly rallying. Our members include several regional champions and class winners on national events.

Whilst a number of local clubs have suffered a decline in numbers, Airedale and Peninne Motor Car Club has recently seen a big increase in membership, many of whom are looking for a varied range of events. In 2014 our members have completed in modern single venue rallies, multi venue rallies, historic rallies, classic car trials, production car trials, sporting trials, autotests, autosolos, treasure hunts, a karting championship and a gymkhana.

Airedale and Peninne are keen to recruit new members into a growing and dynamic motor club and can offer a variety of other social attractions including ten pin bowling, kart racing, clay shootings and visits to restaurants.

We run our business meetings at The White Horse Inn, Well Heads, Thornton, Bradford BD13 at 9pm on the second Monday of each month, regular social evenings are on the fourth Monday and competitions are run at various times throughout the year.

## **Airedale and Pennine Motor Car Club Autotest Championship 2014/5 - Round #1**

The newest venture got off to a great start on Thursday 16th October 2014 when we ran the first round of a six event series of Airedale and Pennine Production Car Autotests.

It has been several months in gestation and was inspired by ideas presented at a meeting with the Bradford Metropolitan Council's City Centre Regeneration Manager and senior Police. They are concerned that performance car owners apparently have few outlets for their enthusiasm so are tempted towards illegal activities including racing on the M606. Neil Andrews has for many years pioneered the idea that we should be doing something positive to maintain a healthy membership but we have constantly met with difficulty in gaining permission to use suitable venues. Because rallying needs such a great deal of organisation and trialling involves the impression that land is damaged we decided that if we could find a large car park or similar, we would run an Autotest.

Following a recommendation from the Council's Manager I met with the Manager of Richard Dunn's Sports Centre in order to assess the possibility of using their 'hard' surface football pitch. It soon became obvious that there were six pitches available, two huge areas of three linked play areas. At the time the weather was dry and the surface was rock-hard with a fine covering of shale, wonderful for our purpose. How it would respond in the rain was anyone's guess.

A few days of worrying what needs to be done, a few more reading the blue book, preparing and copying paperwork, several telephone conversations and emails later and it was time to collect the cones from their resting place, where all the snails in the world are born, behind a shed somewhere in the wilderness of Allerton. It's a good job I have a sizable trailer, it was full!

I was very greatly relieved when a helpful grandson offered to assist in the laying out of the 100 traffic cones and a half mile of barrier tape. In an hour and a half two tests and a parking area were surrounded with a crowd control tape to keep the surging masses safe. As people started to arrive I relaxed more and I could hand out the time cards and test diagrams. A good number of helpers turned out to time and otherwise support the event for which I am eternally grateful.

The ten competitors drove the same test twice and discounted their slowest time, then moved on to the other test. So twenty attempts for a tenner was seen as good value and apart from a little re-adjustment of cones to minimise damaging the ground surface, it went pretty well. As everyone helped to dismantle the course and re-stack the trailer I was able to calculate the results which were announced immediately.

Although the pitch looked rather cut up under the floodlights and we attempted to smooth it out with a garden rake, the daylight of the following morning showed that nothing disastrous had happened. I was assured by the Centre Manager that a brushing over with a machine that the Parks Department used would soon sort out the wrinkles. He added that I should let him know about the other five dates that I wanted to book. Just what I wanted to hear! To hedge my bets during the winter months when the ash surface is vulnerable I met with a manager at The Bulls ground too. She showed me their access roads and car parks which are eminently suitable as they are well weathered tarmac which is very unlikely to become damaged despite our antics. I have not spoken to their finance person so don't know what rent they will want but I have approached the Motor Sport Association about a grant and I believe the Council may be able to do something similar for sports clubs



**Preston Motorsport Club meet every other Tuesday** and is the newest motor club to have been founded for many years in the North West and its founding members' aim is to promote motorsport and encourage a new generation of petrolheads to join in the fun. PMC chairman Kris Coombes says: "Preston has grown massively in the past 30 years and now has a population of approximately 315,000, spreading from the Chorley area up to Longridge, out towards Kirkham and north towards Garstang.

"We feel that with the majority of our members being under 30 years of age here is a golden opportunity to gain some impetus and help to attract newcomers to all forms of motorsport.

"We feel very excited about the future and we are delighted to have been accepted so warmly into the fold at SD34 MSG, and at the ANWCC."

**Preston Motorsport Club meets once a fortnight and stages meetings at the ultra-modern David Lloyd Gym, near Junction 8 of the M61 (Chorley).**

Members include track day enthusiasts, off-roaders, road and stage rally aficionados and autosolo merchants.

Already the club has secured the use of a venue to stage an autosolo in Leyland and PMC also has plans to become involved in running stage rallies, road rallies, and autosolos.

The club also plans to put on table top navigational events, navigational learning nights inside the club and out in the lanes, quizzes and a host of extra-curricular events, such as go kart trips, etc.

Already the club has staged a beginners' guide to rally navigation and 30 people turned up, with 25 of them under the age of 30.

Founding members include Louis Baines, a road rally driver, and Alan Barnes, also a road and stage rally navigator/co-driver, and former PAC stalwart Terry May.

Louis says: "One of our policies is to foster a feeling of inclusivity, where everybody feels welcome. We are friendly and welcome non-members to attend our meetings so if you are with another club but want to sit in at a meeting, we have an open door policy and nobody will be made to feel awkward."

Alan Barnes says: "We have already been pleasantly surprised by the goodwill generated and the positive comments from other clubs. Our MSA recognition was a major boost and we hope to be able to create plenty of opportunities for people of all ages to enjoy their motorsport." Check out the club's Facebook page and other social media for regular updates on events being staged or in the pipeline.



### Forest Grunt

Alan Barnes co-driving Scottish Rally Championship Contender Colin Grant on the Border Counties Rally

### Jack Darbyshire & Matt Kendall NWStages



### Louis Baines : BLMC Auto Solo



### Ian Rooke & Alan Barnes NWStages



### Preston Motorsport Club presents...

### Road Rally Beginners Class:

Understanding Plotting and Timing

**Tuesday April 14**

David Lloyd Gym, Whittle-le-Woods, just off Jct 8, M61 (Chorley)

Arrive at Time Control 1 at 20:00 Hrs -

Don't be late as time penalties apply!

For more info : Alan Barnes, 07970-697449

or email : [alan@teambarnes.co.uk](mailto:alan@teambarnes.co.uk)



### PLOT & BASH:

The initial Preston Motorsport Club road rally navigation beginners' class attracted 30 newcomers.



## Bolton-le-Moors MC

The Club Meets at 9-00pm  
every Thursday  
@ Horwich RMI Club,  
Chorley New Rd, Horwich. M/R 109 / 6111



## Airdale & Pennine MMC

Meet at the White Horse Inn,  
Well Heads,  
Thornton,  
Bradford  
BD13



at 9pm on the second Monday of each month, regular  
social evenings are on the fourth Monday and competi-  
tions are run at various times throughout the year.

## Liverpool Motor Club

Club members meet for a (very) informal  
natter at The Unicorn Inn, Cronton on the  
2nd Tuesday of each month from 8.00pm.  
Non members are always welcome, so why  
not come along & meet us for a chat,



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

## 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)**

**November**

**WRC GB**



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

every second & fourth Monday of the month



**The Club Meets at 8pm onwards  
Every Thursday at  
Rising Sun, Hazel Grove.**

The 4th Thurs of the month is an 'Away' event  
Stockport 061 Motor Club is the third oldest  
motor club in UK, formed in 1903

**Awards Night  
14th March**



## WARRINGTON & DMC

**Meet Every Tuesday**

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

between Warrington & Northwich.  
CW9 6JD.







The Club Meets at  
9-00pm

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

## WMC Marshalling – Neil Evans

Hello all,  
I would like ask for help this year on all the following events marshaling and socializing - also get to sample Wiggys cooking and my full fat breakfasts!!  
I will be looking at doing the following events though the year and will be advertising for more rallies as I receive them further details will be published via email or news letters.

If you ask any of the lads they will confirm what a good laugh they are, and they can also get you some of the best free viewing, on some of the major events though the year.

A lot the time we will travel their back in the day, but on few occasions we will stay over in the car or bed and breakfast (the B+B being more favourable as age is catching up on some of the members and car seats are not as comforting as a nice bed.)

The next rally coming up is the Malcom Wilson (07.03.15), where we will be staying over in Greystoke - also marshaling in Greystoke Forest followed by a trip to the Boot and Shoe inn for refreshments.....

Here is a list events which i will being though the year please come and join in and see it from another side...

<b>MALCOM WILSON</b>	<b>07.03.15</b>	<b>Gravel</b>
<b>AGBO</b>	<b>22.03.15</b>	<b>Tarmac</b>
<b>BULLDOG</b>	<b>28.03.15</b>	<b>Gravel</b>
<b>PLAINS</b>	<b>16.05.15</b>	<b>Gravel</b>
<b>ENVILLE</b>	<b>21.06.15</b>	<b>Tarmac</b>
<b>Anglesey</b>		
<b>YPRES RALLY</b>	<b>26-27.03.15</b>	<b>Gravel</b>
<b>NICKY GRIST</b>	<b>11.07.15</b>	<b>Gravel</b>
<b>PROM STAGES</b>	<b>05.08.15</b>	<b>Tarmac</b>
<b>TRACKROD</b>	<b>26.09.15</b>	<b>Gravel</b>
<b>CAMBRIAN</b>	<b>17.10.15</b>	<b>Gravel</b>
<b>WRC SPAIN</b>	<b>22-25.10.15</b>	<b>Tarmac + Gravel</b>
<b>Social only</b>		
<b>NEIL HOWARD</b>	<b>05.11.15</b>	<b>Tarmac</b>
<b>Oulton Park</b>		
<b>WRC GB</b>	<b>12-15.11.15</b>	<b>Gravel</b>
<b>Grizedale</b>	<b>21.11.15</b>	<b>Gravel</b>

more to follow .....

Please contact me

(Neil Evans Wallasey Motor Club chief marshal )

by email [neilevo07@yahoo.co.uk](mailto:neilevo07@yahoo.co.uk)

or on phone 07546413814

## Promenade Stages Rally 5th Sept

The date of the Promenade Stages Rally is 5th Sept and we can also confirm continued support from Accident Advice Solicitors Racing as the events main sponsor.

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

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

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

## Scatter Rally Championship – 2nd March (Org Stu and Suzy MacMaster)

First round of the 2015 championship started off with a nice gentle drive round the Wirral! 11 crews arrived at the start venue, the highest number for a very long time, including many new faces wanting to have a go at this very cheap, and addictive type of event.

Starting quite centrally on the Wirral, there were 2 major routes to take, North or South. North offered higher points, but less plots, and south offered more plots, but for lesser value points.

### Results:

Pos	Driver / Navigator	Car	Points
1	Gary Marriot / Neil Evans	Volvo V70	1415
2	Phil Bramhill / Andy Marchbank	Ford Focus	1200
3	Steve Turner / Neill Cousins	Civic Type R	1150
4	Neil Philpotts / Dave Barnes	VW Passat Tdi	1125
5	Jackson Willett / Chris Willett	Clio 182	1100
6	Jon Chamberlain / Nigel Harwood	Discovery	1075
7	Steve Noble / John Wainwright	Astra	1005
8	Graham McDougall / Kev Caddy	Civic Type R	750
9	Steve Moore / Greg Newby	Honda Civic	100
10	Adam Philpotts / Jimmy Leach	Mazda Eunos	DNF
11	Graham Williams / Tony King	Nissan Almeria	DNS

## Scatter Rally Championship - 2nd Feb (Org Steve Turner, Neill Cousins)

The final round of the 2014 Nav Run championship took place on the 2nd Feb around North Wales. Start location was just past Loggerheads, and despite chilly temps, the roads looked clear... its not until you see Steve and Neills pictures from setting up that you appreciate how the conditions changed as you travelled deeper in to Wales....





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

## What's On at CDMC

**Tuesday 7th April**  
**Social Night**  
 Noggin 'n Natter

**Tuesday 14th April**  
**Committee Night**

**Tuesday 21st April**  
**Pre Primrose Night**

**Tuesday 28th April**  
**Aprés Primrose Rally**

**Tuesday 5th May**  
**Phil & Ronnie Sandham**

**Tuesday 12th May**  
**Committee Night**

**Tuesday 19th May**  
**AutoSolo Bentham**

**Tuesday 26th May**  
**Ed Graham**  
*Chairman of Hexham & DMC*  
*Writes for 'Old Stager'*  
*CofC John Robson Rally*  
*On the organising Team of the*  
*Pirelli Rally*  
*Really entertaining*  
*Not to be missed*

**Clitheroe & DMC**  
 Membership  
**Still Only £10**  
 Application Forms available at  
[cdmconline.co.uk](http://cdmconline.co.uk)  
 Membership secretary :  
 Terry Martin

## March 2015 Clubnights

### Kev Haworth : Tuesday 3rd March



Kev Hayworth is employed by the HE-RO (Historic Endurance Rallying Organisation) as Media Coordinator. HERO merged with CRA (Classic Rallying Association) 2 or 3 years ago A 'Dream Job' as he describes it. Kev, was assisted in his 'introduction to Classic & Historic Rallying by Leigh Powley (and barracked by Leigh's Dad Roger with a little help from Brian Goff) They told us how and why this form of Motorsport is going from strength to strength. How it need not be as expensive as one might think and what you can expect to find on the events. Events are graded (from easy to more complex) so that you can easily recognised the level of competence you need. They explained how tests and regularities work and that they strive to make the navigation less complicated but still a challenge. Damn good night

### Scatter Rally : Tues 24th March



Winners of the March Scatter (Mark Johnson & Steve Butler) had to accept a pack of Haribos as their reward for coming home in 1st place after last months winners (Ayrton & Maurice) failed to bring the trophy with them Ayrton had a previous engagement and couldn't make it & Maurice was sat in with Paul Gray in his recently built Mini Metro (but had forgotten to go to Bentham & collect the trophy: Alzheimer's disease?) Maps 103 & 104 were required with all but 3 clues on map 104. Paul Gray was looking for a run out to test out the Metro and find faults. Faults were found. The brakes worked well most of the time. It was the times that they didn't that was a little bit on the Hairy side and much discussion was had at the finish to come up with solutions. At the finish it was tight. Mark & Steve came home in 1st place but only 7 points behind were Paul & Maurice. In 3rd spot were Novices Jack & Peter Glenholmes. Thank again to the Hargeaves for putting it on

### Scalextric Night : Tues 31st March





# Manx Auto Sport

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

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



## IMGold Manx National Rally

My name is Sebastian and I am the Chief Marshal for this year's IMGold Manx National Rally, which takes place on the 8<sup>th</sup> and 9<sup>th</sup> May on the Isle of Man.

I am looking for marshals, timekeepers and radio operators for this year's event and I am contacting all the north-west car clubs for help. Could you please circulate this to your members?

The event will be spread over two compact days. Friday will see scrutineering during the day and crews will also have the opportunity to use the shakedown stage in the afternoon. The first stage will start just after 18.00 with a further 4 stages being run with the last 2 being run in darkness. Saturday will see the first cars leave Douglas just after 9 am with a further 7 stages giving a total stage mileage of 125 (200km) (approx). Entries are expected to be full, a field of 120 cars!

The Isle of Man has been a centre point for Rallying for many years and has gone on to produce some worthy drivers. The great and the good in our sport have travelled to tackle the extremely fast and, sometimes, bumpy roads. It was noted some time ago by Paul Bird that "you're not a proper rally driver until you have won a rally on the Isle of Man" and there aren't many who would argue that sentiment.

We have 3 sailings on the Wednesday and 4 sailings on the Thursday and Friday from Liverpool and Heysham (nr Lancaster).

Packages including sea travel with a car and 3 nights' accommodation from £199.00 per person with further discounts available for marshals/timekeepers providing they cover at least 2 separate stages over the rally. Cheaper options also available for 2 nights as well.

For further information please contact the Volunteer Director - [info@manxautosport.org](mailto:info@manxautosport.org) - for further information.

### Highlights

- Thursday and Friday scrutineering
- Shakedown stage available on the Friday
- Central Service - TT Grandstand
- Classic stages including Marine Drive, Tholt y Will, Brandywell, The Baldwins, Round Table, Ballabeg and sections of the IoM TT course
- 5 Friday evening / night stages
- 7 Stages on Saturday
- 115 road miles & 125 stage miles – good quality roads with little demand on tyres or fuel for marshals or spectators.
- Prize presentation Villa Marina, 8pm on Saturday

[seb.turner@manxautosport.org](mailto:seb.turner@manxautosport.org)

# Hexham & DMC



It was great to get a full field of 12 cars for the March Melee, including some new faces, great enthusiasm considering the Arctic weather. The field was soon diminished unfortunately, Neil Armstrong/ Tom Day reversing their Audi into a ditch, almost within sight of the Dr. Syntax startline, Tom legged it back to the pub and we were able to organise a recovery. Also destined not to finish were Jamie Hastings/ Ed Veitch and Jimmy Knox/ Andrew Fish, both of whom were victims of the many pot-holes which are currently afflicting our roads.

The Tait's Fescort and Guthrie/ Webb Volvo both drowned out in Broomley Fords but, amid all the mayhem, Chris Dodds/ Josh Davison sailed round to post the night's only clean sheet, although Ali and Lynsey Proctor were close behind, only a minute down. For the second successive rally, we had a volatile local out disrupting the event, don't know what we can do about this problem, it's becoming a bit of a nuisance.

Anyway, congratulations to the winners and a big thank you to everyone who supported the rally, especially our hardy band of marshals who cheerfully stood out on an extremely cold and chilly evening.

Results. 1. Chris Dodds/ Josh Davison 0, 2. Ali & Lynsey Proctor 1, 3. Nigel Cardale/ Peter Littlefield 6, 4. John Nicholson/ Andy McGee 7, 5. Dave & Sheila Ross 23, 6. Stu Wilson / Steve Dargan 26, 7. Jeff & Luke Tait 31, 8. Mick Davison/ Tara Huntsman 364.

Many congratulations to Ali Proctor who navigated Mini expert Jon Wood to an excellent 5<sup>th</sup> overall on the North Yorkshire Classic, a round of the HRCR Clubmans Championship. Also to Sally Ann Hewitt/ Mark Lewis who finished 31<sup>st</sup>.

I have been asked about the rallies offering awards to Historic competitors and indeed, it would be great to encourage those competitors to come along and enter the events. The committee will discuss the feasibility of this proposal and we will see if we can come up with something, either for individual rallies or an "End of Season" trophy for our historic friends.

I am also looking at the feasibility of extending the rally programme into the summer months, normally we have a big gap from April to September, but it might be possible to run the events later in the evening, say start about 10:30pm and finish circa 12:30am. The snag is the lack of finishing venues at that time but I am investigating various possibilities so.... Watch this space.

### 29<sup>th</sup> April, Spring 12 Car

Start : Wylam 21:01, Finish : Dr. Syntax  
maps 87 & 88. 50 miles all tarmac  
1 simple regularity

*(more Hexham & DMC on Page 12)*

## Gemini Communications Team

MOTORSPORT MANAGEMENT  
SAFETY SYSTEMS

*Serving Motorsport for 45 Years*

[www.geminicomunications.org.uk](http://www.geminicomunications.org.uk) ,  
Bill Wilmer 07973-830705,  
[w.wilmer@btinternet.com](mailto:w.wilmer@btinternet.com)

# Lancashire A.C.

## EVENT DIARY 2015



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

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

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

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

## 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.

## Garstang & Preston MC

Meet at 8-30pm  
Every Tuesday

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



### clubmans autosolo dates

Five this year  
12th April,  
28th June,  
9th August,  
4th Oct,  
22nd Nov,

All will be held at Wellfield Business park in Preston  
We will also have a car for hire at a low cost to help  
young drivers get involved  
Entry fee will be £20 Car hire will be £25  
We will be running a G&PMC club championship with a  
substantial tyre voucher for the winning driver

## Hexham & DMC

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



marshals, without whom no event could run. It must have been positively Arctic, standing out last night but they were all still in good humour when the closing car went round. Thank you all, your efforts are appreciated by both organisers and competitors alike.

## Knowldale Car Club



Knowldale CC ran its  
**Mini Miglia Touring Assembly**  
on Saturday the 14<sup>th</sup> of March.

41 cars entered. The day started with an optional test around the car park of North West Auctions. This was followed by an en route test in the Elmtree farm yard, in front of an enthusiastic crowd, mainly made up of Friesian cows. The event then followed a route defined by either a road book of tulips or for the brave hearted, a road style route. The third test was before the lunch stop at NWA. Two more tests at the NWA and the farm before the afternoon run out to the finish at Banneys fish & chip restaurant. Congratulations to Dave Pedley and George Warrington on winning the auto test. A big thanks to NWA for the use of the facilities and great food. To Elm tree farm for the use of the yard and Banneys. Great feedback received from all the crews. So cheers to Steve Warrington, Steve Tweedale, Deryk Pickup and Steve Broadbent for organizing such a successful event. And of course the club members that ran the tests and acted as DSOs



### THANK YOU THANK YOU THANK YOU

A huge THANK YOU to everyone who supported the John Robson Rally and helped us to keep road rallying alive in the "Far North", with any luck we will keep it going for a little while yet. We are extremely grateful to all crews who came to the event, some travelled a fair old distance to join us, hope you all had a good night, it was fortunate that the snow stayed away although it got a bit slippery on the higher ground.

We are also enormously grateful to that hardy band of enthusiasts, the marshals, without whom no event could run. It must have been positively Arctic, standing out last night but they were all still in good humour when the closing car went round. Thank you all, your efforts are appreciated by both organisers and competitors alike.

**Ed Graham**



# 2015 SD34MSG Under 18 Championship Registration Form

Name .....

Address .....

.....

.....

.....

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

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

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

Age on 1<sup>st</sup> January 2015 ..... DOB .....

Please register me for the SD34MSG Under 18 Championship. I understand that the information contained on this sheet will be held on computer, but will be for SD34MSG use only. (There is no fee due for this championship.)

Signature ..... Date .....

Please return the completed form to the championship compiler.

This can be done by post or complete including signature, scan and then e-mail.

**Alan Shaw**

**31 Appleby Drive, Barrowford, NELSON, Lancashire, BB9 6EX**

**Tel : 01282602195 email : [shawalan.555@btinternet.com](mailto:shawalan.555@btinternet.com)**

## SD34MSG Under 18 Championship Regulations

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

### Scoring

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

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

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

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

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

It must be stressed that an Under 18 Championship contender must notify the Championship compiler of their taking part in a particular eligible event. (This can be easily done by e-mail just stating which event and its date.) The event organisers must supply a complete set of results and entry list **with clubs entered under** to the Under 18 compiler so that points can be awarded accordingly. These must be notified as soon as the results become available and no longer than three weeks after the date that the results become official. For December events then these should be notified as soon as they are available and no later than the end of the first week in January. Notifications that are sent after these times will not be allowed. (NOTE For 2015 Events occurring, and results notified to the compiler, before the end of February 2015 points will be allowed to be back dated.)

Under 18 Championship Compiler:- Alan Shaw, 31 Appleby Drive, Barrowford, NELSON, Lancashire. BB9 6EX.  
01282602195. [shawalan.555@btinternet.com](mailto:shawalan.555@btinternet.com)

# 2015 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

## www.sd34msg.org.uk

NAME; .....

ADDRESS; .....

.....

.....

POSTCODE; .....

HOME TEL. NO; .....

MOBILE NO; .....

E-MAIL ADDRESS; .....

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

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

Please register me for the SD34 Championships listed below;

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

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

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

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

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

.

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

.....

## CLASSES

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

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

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

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

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

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

C = Saloon cars over 13ft long

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

D= Sports cars.

E= Specials.

F = Special Stage rally cars.



## 2015 SD34MSG Inter Club League

### Division A

Club	Points	Div	O/A
Clitheroe & DMC	267	1	1
Bolton-le-Moors CC	228	2	2
U17MC-NW	187	3	3
Warrington & DMC	163	4	4
Garstang & Preston MC	126	5	5
Wigan & DMC	78	6	10
Stockport061 MC	60	7	12
Pendle & DMC	39	8	14

### Division B

Club	Points	Div	O/A
Manx AS	82	1	8
Accrington MSC	80	2	9
Wallasey MC	59	3	13
High Moor MC	20	4	15
CSMA (NW)	15	5	16
Bury AC	0	= 6	= 17
Lancashire A.C.	0	= 6	= 17
Lightning MSC	0	= 6	= 17

### Division C

Club	Points	Div	O/A
Blackpool South Shore MC	101	1	6
Knowl Dale MC	90	2	7
Liverpool MC	73	3	11
Hexham & DMC	0	= 4	= 17
Preston MC	0	= 4	= 17
Matlock MC	0	= 4	= 17
Larne MC	0	= 4	= 17
2300	0	= 4	= 17
Airedale & Pennine MMC	0	= 4	= 17
Motorsport NW Ltd	0	= 4	= 17
Mull CC	0	= 4	= 17

**Last Updated 30th March 2015**

## CONGRATULATIONS Hazel & Martyn Taylor



**Kieron Martyn Taylor,  
10<sup>th</sup> March  
8lb 1oz.**

**Hazel and Kieron are now home  
and both fit and well.**

*(I have checked the above photograph very carefully and I can't see a map or a romer anywhere!)*

### SD34 MSG 2015 Road Rally Championship Rounds

Date	Club	Event
25 April	Clitheroe & DMC	Primrose Rally
9 May	Stockport061 MC	Altratech 061 Rally
13 June	Garstang & Preston MC	Memorial Rally
4 July	Beverley & DMC	Beaver Rally
25 July	Morecambe CC	Morecambe Rally
22 Aug	Rhyl & DMC	Rali Gogledd
26 Sept	Clitheroe & DMC	Clitheronian
3 Oct	Sheffield & Hallams MC	Jackson Trophy
7 Nov	Matlock MC	DanSport
21 Nov	Kirkby Lonsdale MC	Lonsdale Belt



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

**0161 643 0151**

or

**07973-816965**

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

# 2015 SD34MSG

## MARSHALS CHAMPIONSHIP

*Last updated 25th February 2015*

### Airedale & Pennine MMC

### Accrington MSC

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

### Blackpool South Shore MC

### Bolton-le-Moors MC

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

*Total Club Marshalling Points : 170*

### Bury AC

### Clitheroe & DMC

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

*Total Club Marshalling Points : 100*

### CSMA (NW)

### Garstang & Preston MC

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

*Total Club Marshalling Points : 140*

### High Moor MC

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

### Hexham & DMC

### Knowldale CC

### Larne CC

### Lightning MSC

### Liverpool MC

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

*Total Club Marshalling Points : 90*

### Lancashire A.C.

David Bell 20  
*Total Club Marshalling Points : 20*

### Matlock MC

### Manx AC

### Mull CC

### Motorsport NW Ltd.

### Pendle & DMC

Les Eltringham	30	Alan Shaw	30
Peter Wright	10		

*Total Club Marshalling Points : 70*

### Preston MSC

### Stockport 061

### U17Club NW

Roger Barfield 10  
*Total Club Marshalling Points : 10*

### Wallasey MC

### Warrington & DMC

Robert O'Brien 20 William O'Brien 20  
*Total Club Marshalling Points : 40*

### Wigan MC

### 2300 MC



# SD34MSG 2015 Championships Current Standings

## Road Rally Championship

O/A	Driver	pts	Class	Club	Scores
1	Martin Lloyd	20	E	SO61MC	2
2	Tony Harrison	16	E	CDMC	2
= 3	Pete Jagger	14	E	BLMCC	2
= 3	Steve Mitchell	11	E	CDMC	2
5	Myles Gleave	7	E	GPMC	2
= 6	Mark Johnson	9	E	CDMC	1
= 6	Richard Hunter	9	E	ANSC	1
= 6	Jason McTear	9	SE	CDMC	1
= 6	Mark Johnson	9	E	CDMC	1
= 6	Ayrton Harrison	9	E	CDMC	2
= 6	Matthew Broadbent	9	E	KMC	1
= 6	Mark Warburton	9	N	CDMC	1
13	Pete Tyson	8	E	CDMC	1
= 14	Dave Whittaker	5	E	CDMC	1
= 14	Mark Standen	5	E	GPMC	1
= 16	Ian Bruce	4	E	BLMCC	1
= 17	Simon Boardman	4	E	CDMC	1

O/A	Navigator	pts	Class	Club	Scores
1	Rob Lloyd	20	E	SO61MC	2
2	Gary Evans	19	E	AMSC	2
= 3	Ian Mitchell	15	E	CDMC	2
= 3	Alan Barnes	15	E	G&PMC	2
5	Jason Crook	13	E	U17MC	2
6	Maurice Ellison	12	E	CDMC	2
7	Steve Butler	9	E	CDMC	1
= 8	Neil Harrison	8	E	CDMC	1
= 8	Paul Taylor	8	E	CDMC	1
10	Steve Frost	6	E	GPMC	1
11	Andrew Long	5	E	BLMCC	1

*Last updated 22nd March 2015*

## Stage Rally Championship

O/A	Driver	Q	pts	Class	Club
1	Brandon Smith	Y	52	D	CDMC
2	Adrian Atkinson		55	D	BSSMC
3	Jack Darbyshire		28	C	GPMC
4	Gary Jakeman		27	B	HMMC
= 5	Antony Dixon		26	C	CDMC
= 5	Steve Johnson		26	A	CDMC
= 5	Graham Chesters		26	B	GPMC

O/A	Co-Driver	Q	pts	Class	Club
1	Terry Martin	Y	70	D	CDMC
2	Dave Riley		55	D	BSSMC
3	Steve Butler		53	A	CDMC
4	Matthew Kendal		28	C	GPMC
5	Matthew Jakeman		27	B	HMMC
= 6	Ryan Moyler		26	C	CDMC
= 6	Matthew Broadbent		26		KMC

*Last updated 26th March 2015*

## Individual Championship

O/A	Competitor	Q	pts	Club
1	Steve Johnson	Y	25	U17MC
2	Steve Price	Y	23	BLMCC
3	Steve Lewis	Y	19	CDMC
4	Roger Barfield	Y	11	U17MC
5	Steve Butler	Y	10	CDMC
6	Alexander Tait	N	29	U17MC
7	Stephen Kennell	N	28	CDMC
7	Andy Williams	N	28	U17MC
9	Terry Martin	N	27	CDMC
10	Keith Dowthwaite	N	19	BLMCC
10	David Goodlad	N	19	BLMCC
10	Tony King	N	19	WMC
10	Brandon Smith	N	19	CDMC
10	James Williams	N	19	U17MC
15	Phil Clegg	N	17	BLMCC
15	Scott MacMahon	N	17	U17MC
17	Alec Tunbridge	N	12	BLMCC
18	Ian Bruce	N	11	BLMCC
19	Jack Darbyshire	N	10	GOMC
19	Maurice Ellison	N	10	CDMC

*Last updated 30th March 2015*

## Non Race/Rally Championship

O/A	Competitor	pts	Club
1	Andy Williams	21.64	U17MC
2	Stephen Kennell	21.12	CDMC
3	Steve Johnson	20.96	U17MC
4	Steve Lewis	20.55	CDMC
5	Roger Barfield	19.76	U17MC
6	Phil Clegg	19.31	BLMCC
7	Daniel Barker	19.06	AMSC
8	Steve Price	18.68	BLMCC
9	David Goodlad	10.00	BLMCC
10	Steve Butler	9.97	CDMC
11	Alec Tonbridge	9.87	BLMCC

## U18 Championship

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

*Last Up Dated 25th February 2015*

# SD34MSG Calendar for 2015

Date	Type	League	Club	Title	Venue - Notes
11-Apr	Autotest	Yes	Larne MC	Autotest 1	Drumahoe Industrial Estate, Larne
25-Apr	Sprint	Yes	Liverpool MC	Aintree Spring Sprint	Aintree
25/26-Apr	Road Rally	Yes	Clitheroe & Dist MC	Primrose Trophy Rally	Lancashire-Yorkshire
08+09-	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
13-Jun	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 1	Barbon
13/14-Jun	Road Rally	Yes	G & P MC	Memorial Road Rally	Lancashire-Yorkshire
21-Jun	Autosolo	Yes	CSMA/AMSC	CSMA/AMSC Autosolo 2	Lymm Truckstop Services, M6 Jt 20
21-Jun	Autotest	Yes	CSMA/AMSC	CSMA/AMSC Autotest 2	Lymm Truckstop Services, M6 Jt 20
21-Jun	PCA	Yes	CSMA/AMSC	CSMA/AMSC PCA 2	Lymm Truckstop Services, M6 Jt 20
21-Jun	Stage Rally	Yes	Warrington & Dist MC	Enville Stages Rally	Anglesey Circuit
26-Jun	Hillclimb	Yes	Larne MC	Cairncastle Hillclimb 1	Cairncastle, Larne
27-Jun	Hillclimb	Yes	Larne MC	Cairncastle Hillclimb 2	Cairncastle, Larne
27-Jun	Sprint	Yes	Liverpool MC	Jack Neal Memorial Sprint	Aintree
04/05-Jul	Road Rally	No	Beverley & Dist MC	Beaver Rally	North Humberside
4-Jul	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 2	Barbon
18-Jul	Stage Rally	Yes	Manx Auto Sport	Dave Corris Forest Rally	Isle of Man
19-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo	Blackburn Services, M65 Jt 4
19-Jul	Autotest	Yes	Under 17 MC NW	U17MC Autotest	Blackburn Services, M65 Jt 4
19-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA	Blackburn Services, M65 Jt 4
25/26-Jul	Road Rally	No	Morecamber CC	Morecambe Rally	Invited event - t.b.c.
1-Aug	Autotest	Yes	Larne MC	Autotest 2	Drumahoe Industrial Estate, Larne
2-Aug	Sprint	Yes	LAC	3 Sisters Sprint	3 Sisters, Wigan
16-Aug	Hillclimb	Yes	Pendle & Dist MC	August Hillclimb	Scammonden Dam, Huddersfield
22/23-Aug	Road Rally	No	Rhyl & District MC	Rali Gogledd	Invited event - t.b.c.
23-Aug	Autosolo	Yes	Under 17 MC NW	Summer Autosolo	Blackburn Services, M65 Jt 4
23-Aug	Autotest	Yes	Under 17 MC NW	Summer Autotest	Blackburn Services, M65 Jt 4
23-Aug	PCA	Yes	Under 17 MC NW	Summer PCA	Blackburn Services, M65 Jt 4
30-Aug	PCA	Yes	Under 17 MC NW		Ormskirk Car Festival

*Continued on Page 19*



# SD34MSG Calendar for 2015

Date	Type	League	Club	Title	Venue - Notes
04+05-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Promenade
5-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree
12-Sep	Sprint	Yes	Larne MC	Sprint	Kirkiston Racing Circuit
13-Sep	Autosolo	Yes	Bolton-le-Moors CC	Bolton September Autosolo	Makro Preston
13-Sep	Autotest	Yes	Bolton-le-Moors CC	Bolton September Autotest	Makro Preston
13-Sep	PCA	Yes	Bolton-le-Moors CC	Bolton September PCA	Makro Preston
19-Sep	PCA	Yes	Under 17 MC NW		Manchester Car Show
20-Sep	PCA	Yes	Under 17 MC NW		Manchester Car Show
26/27-Sep	Road Rally	Yes	Clitheroe & Dist MC	Hayhursts Clitheronian Rally	Lancashire-Yorkshire
27-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks
03/04-Oct	Road Rally	No	Sheffield & Hallam MC	Jackson Trophy Rally	South Yorkshire
09-11-Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull
11-Oct	Autosolo	Yes	Bolton-le-Moors CC	Bolton October Autosolo	Makro Preston
11-Oct	Autotest	Yes	Bolton-le-Moors CC	Bolton October Autotest	Makro Preston
11-Oct	PCA	Yes	Bolton-le-Moors CC	Bolton October PCA	Makro Preston
11-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
06+07-Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
07/08-Nov	Road Rally	No	Matlock MC	Dansport Road Rally	Derbyshire
7-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park
21/22-Nov	Road Rally	No	Kirkby Lonsdale MC	Lonsdale Belt Rally	Cumbria
21-Nov	Stage Rally	Yes	Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs
6-Dec	Autosolo	Yes	Accrington MSC	Winter Autosolo	Blackburn Services, M65 Jt 4
6-Dec	Autotest	Yes	Accrington MSC	Winter Autotest	Blackburn Services, M65 Jt 4
6-Dec	PCA	Yes	Accrington MSC	Winter PCA	Blackburn Services, M65 Jt 4

## Key

Confirmed 2015 date

Date  
tbc

Changes 20/3/15

## Championships

Road Rally Non Race/Rally = Autotests, Autosolos, PCA's, Sprints & Hillclimbs

Stage Rally Marshals = All events

Junior Class = All events

Interclub League = All League events

Individual (All Rounders) = All League events

# Mid Wales Stages

Hot on the heels of the season opening Red Kite the RAC/BHRC crews journeyed down to Newtown for the second round of the 2015 championship. Based in the excellent Hafren Theatre/Arts centre this was the second rally in a row to be held on the Sat/Sun, which is great from a work point of view but the downside was the 40 minutes it took to get through Newtown itself to the start venue, as most of the population of Wales seemed to have converged on the town-centre car park! Hopkins had excelled himself after the Red Kite as he had re-prepped the Sunbeam in good time and he was actually there with the car with nothing to left to do as I arrived but, true to form he decided to check the diff bolts/oil level to stop boredom setting in.....noise and scrutineering passed without issue although this month it was 100db and the car documentation that was largely ignored. It was clear that the Mid-Wales entry was significantly larger than the opening round and there were some beautiful cars on hand to discuss. My favourite was Barry Jordan's superb 1600 Avenger but you should have seen his face when Hopkins got his tape out to measure the front track...after a slightly cagey couple of minutes Barry admitted to a 160hp Jondel developed power unit (at circa £7000 incl exhaust). If you see this car at an event have a close look at it...the build quality is



great and it goes as well as it looks...plus it's not an Escort!! Our teammates Beveridge/Price were out again in the venerable (and valuable) Volvo PV544 hoping to make it two Cat One wins on the bounce although they had swapped over to the BHRC championship so the competition was going to be tough. In fact I feel that come the seasons end most crews will be BHRC registered leaving the more "clubman orientated" RAC championship to wither and die out for 2016 – a real shame as the BHRC really demands the crews to do the tarmac rounds but not all wish to do this due to the costly car changes required to be safe and competitive. It will certainly mean that some like Hopkins/Vart pick and choose their events in the future...the BHRC can be big bucks (or just more than other events tbh!!).

The Welshpool b&b was fine although the local massiiiiive seemed to be out on the streets until 2am so it was a slightly sluggish crew or two that drove in to Newtown for the very good main street ceremonial start which this year attracted a decent crowd of the interested and simply curious. A long run out, in glorious early morning sun to the stage legend that is Pikes Peak, which as last year, was the opening stage. However it was noticeable that the crowd numbers were down on last year perhaps some being put off by the fact that the organizing club had advertised that the spectators would be limited to specific taped off areas due to the current and understandable safety directives. Now most people love this stage but in a 130bhp sunbeam it is a slog uphill, to say the least and as last year we would enjoy the rally ending downhill equivalent much more. I did happen to notice the wind farm structures at the summit this year...and they are friggin enormous when you pass within 10 yards at one point on the stage! We seemed sluggish but without any problems so hoped to step things up a bit on the run back south to north through Myherin before first service in the Sweet Lamb complex. Both the second stage and first service passed without a problem before we lined up for the third and longest stage at 16 miles – this started just below the Sweet Lamb bowl, through the bowl, the daft water splash and a tour of the complex before heading away in a NE direction through Hafren – all in all a super stage and about half way through we caught and left behind our minute man in a 911 which did indeed support the in car view that we had improved since the opener. It was a long run back to service again and the weather had taken a turn for the worse and as we pulled up alongside the going well Volvo a snow blizzard was creating a "white-out" and the two lads from Paul's motor club who had volunteered to service for us were probably wondering just why they had bothered!



## **Viking Motorsport Mid Wales Stages Continued from Page 20**

An incorrect timecard created a mild panic in Vartys mind and then on the way out of service (before the out control) a stone lodged in a rear caliper and the resultant grating noise causing a panic in Hopkins mind with a swift return to the service crew required to resolve and so a slightly flustered crew set off on the long road section to the south of Myherin for the final stage back over the top past the wind farm and down through the Pikes Peak hairpins. The snow had settled on the summit and it was much colder with ice forming, with the result that it was exciting to say the least but it was a really enjoyable stage on which to finish the event. . All in all we went well on the longer second half stages but need to start the day a bit quicker in future....finishing at circa 51st historic overall but a long way behind Ian Beveridge/ Paul Price who had finished a fine 2<sup>nd</sup> overall in Cat 1 – well done guys. Also a well done to Pat Beveridge who kept us all fed and watered in trying conditions.

A well run event in difficult conditions at times with Newtown forming an excellent start venue – it would be interesting to see if most competitors enjoyed the long stage as we did, and on the drive home it occurred to me that the rally could be run with just 3 long stages but this could cause the organizers' an issue if a stage got blocked, with a resulting loss of mileage I guess.

Whilst commenting earlier on the great entry the impact the newly announced possible changes to the running order could have is uncertain – the older cars and the historic 1600s enjoy running together ahead of the main field and it will be a shame if returning to the seeded on merit order puts people off. However I would say generally that the double usage format most events utilize at this level does not result in terrible surfaces, but then again I am not in a Mini with 10-inch wheels running 200<sup>th</sup> through a stage! I feel that this reformatting needs more thought before it is implemented as I do not fully understand the projected safety improvement benefit - my experience of the "good old days" suggests that the spectators will move in droves, after the top twenty have passed through, thus creating different problems for the marshals/safety officials. Cant help but feel that we will have to consider reducing the overall number of events and consolidating the dwindling numbers of marshals as it will become difficult to implement some of the possible measures being discussed/debated on the BRF without extra manpower. Whatever happens, the rally community might have to be adaptable and comfortable with a degree of change as we attempt to safeguard the sport.

The ageing co-driver : Varty

**Tony Vart CDMC**



## **Terry Martin's Jack Neal challenge goes up in smoke**

TERRY Martin and Brandon Smith's attempt to win the Jack Neal Memorial Rally went up in smoke when the exhaust exploded half-way through the event.

Martin, from Clitheroe DMC, and driver Smith had made a great start in their Darrian, posting joint fastest time on the opening stage at Blyton, Lincolnshire.

"We put some harder tyres on for the second stage, but had a slight off as they hadn't warmed up properly," said Martin, who lives in Blackburn. "That cost us ten seconds, then on SS3 the exhaust split open filling the cockpit with smoke. With no time to repair it, the exhaust then virtually exploded on SS5, which caused a fire.

"We think the carbon fibre box wasn't up to the job, so we've now fitted a stainless steel one ready for our next event the Roskirk Stages at Wigan."

Overall victory went to Dave and Alice Tinn in their Proton, with Simon Mauger and Stuart Andrews second in their Metro 2.6. The Jack Neal Rally is held annually in memory of the well-respected East Lancashire scrutineer.

**Lancashire Telegraph**







*Photo Courtesy of Eddie Kelly Motorsport Photography  
Facebook.com/eddiekellymotorsportphotography*

## **Forest Rallying Virgin Has a Blast**

Older readers of Spotlight will remember a classic piece of footage from the long gone but not forgotten Wednesday night BBC1 Sportsnight programme.

Presenter Harry Carpenter was strapped into the passenger seat of a works Vauxhall Chevette and taken round a proving ground by Pentti Airikkala. It made great television, back in 1977, what with Harry's splutterings and utterances as Flying Finn Pentti flew over crests and bumps, cheating death seemingly by inches.

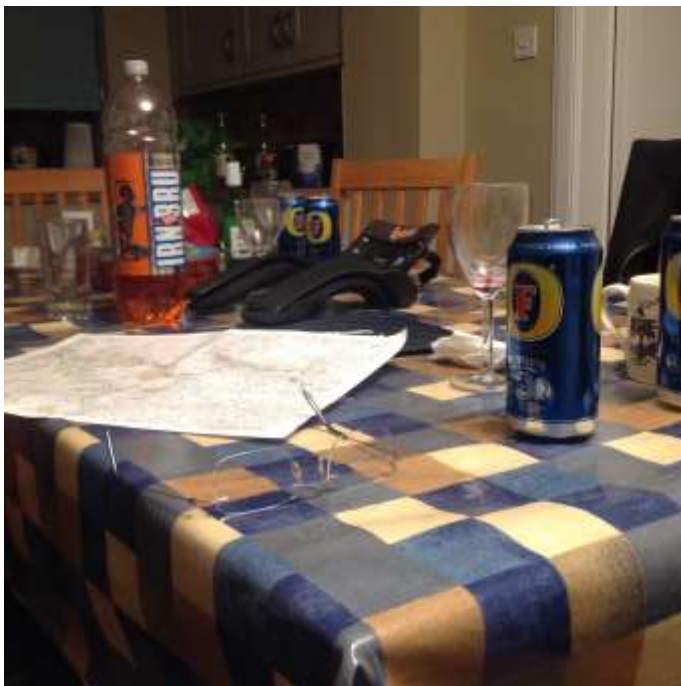
For comedic value – given the reaction to Pentti's left-foot braking, Scandinavian flicks and total commitment over blind crests – Harry, "Oh my Lord we are going to hit that tree on the left!" was right up there with the likes of George Formby and Norman Wisdom. All you could see was the whites of his eyes through the helmet!

And as 'Arreee!', as boxer Frank Bruno used to pronounce his name, staggered from the car, dazed and in a state of total shock after his experience in the silly seat, viewers must have been left wondering what possessed sane human beings to actually do such a thing.

Who in their right mind, possessed of all rational faculties, would wish to strap themselves in, next to a maniac hell-bent on driving as fast as possible on a loose surface with stout, unforgiving trees a few feet from either side of the car? That person would be me and the driver? Ladies and gentlemen, let me introduce you at this point to Flying Scot Colin Grant!

Colin, who is 23, has been motorbike and car mad since a wee boy in a small kilt. And after starting out last year on the Scottish Stage Rally Championship in a Skoda, achieved what most people can only dream about and went and bought a Mark 2 Ford Escort for the 2015 campaign.

As a self-employed person of six months' standing, one day back in early February I was idling a few hours away in my lonely garret, surfing the net and the British Rally Forum in particular, when I spied upon an advert in the Co-Drivers wanted section: Somebody was looking for a co-driver for the Border Counties Rally. They wanted somebody who was prepared to go halves on the entry and buy the pacenotes.



*The scene of devastation seven hours before the rally started...*



*Happy as pigs in Sh\*t! Alan and Colin before setting off on their rally adventure!*

***Continued on Page 23***



## Border Counties Rally

### Continued from Page 22

I was looking to do a forest event, simple as that. I had never been rallying in the woods and doing a forest event in a Ford Escort was one of those 'bucket list' items, up there with doing Mull, with winning a road rally, with scoring the winner in the FA Cup Final at Wembley, with spending an evening discussing quantum physics with Halle Berry ...getting to have a go on Strictly Come Dancing... (the last one is a joke for anybody reading who may not have a sense of humour, ahem).

And so, a phone call was made, via another young Scot Michael Cruikshank, who had placed the ad for Colin, and the deal was as good as done.

Writing seriously for one moment, my intention in 2015 and going forwards is to improve all round as a co-driver now that I have a bit more time to devote to the sport. That was impossible when working for a national newspaper.

And that's why I fancied dipping a toe in the world of forest stage events. I don't like single venue rallies. They are boring – just my opinion folks – so I was treating a trip into the forests as another learning curve.

Colin explained he had to tackle the Snowman Rally before the Border Counties, and in his words, "If the car is still in one piece after the Snowman, then yeah, let's go for it."

I watched the live results stream through on the internet from the Snowman on the Saturday Feb 21, and, my God, the young charger was charging very well indeed in his new steed, ending up 33<sup>rd</sup> overall and fourth in the 1600cc class on the day, and third in class for those registered for the ARR Craib Scottish Championship.

So, on the Monday after the Snowman, we made contact, I got all his details for the entry form and sent it off paying the entry fee the next day, and all was set.

Friday March 20 saw me heading up the M6 accompanied by Frank, Dean and Sammy, plus a bit of Led Zeppelin, and I made it to the bonnie wee town of Jedburgh for 2:30pm. The Escort arrived at 3pm and I was struck immediately by just how friendly Colin, his dad Norman, mum Rosie, and girlfriend Alison Campbell all were. We hit it off like a house on fire.

The car was unloaded and we took her through scrutineering, where I caught my first glimpse of the power unit, a 1600 twin cam Toyota lump, the type of engine that used to be fitted to MR2s. Very nice. We went through the signing on procedure, where I had a chat with ANWCC chairman Bob Milloy, who was keen to hear about Preston Motorsport Club's recognition by the MSA less than 24 hours earlier, and then we headed off to our digs for the night, a lovely little cottage between Jedburgh and Chesters, three miles outside the town. I got straight down to work, transferring the itinerary and route information I had on to Ordnance Survey maps, getting my head around the order of the route and sorting out the service details with head mechanic Norman and Michael Cruikshank, who was running the service management car. Then Michael, Colin and I headed back into Jedburgh for an 8pm drivers' briefing by COC Clayton Lackenby. Then it was back to the hoose (am I allowed to say that without offending anyone Scottish? LOL) and Colin and I sat down to go through the DVD of the stages, checking the notes against those issued by Bill Sturrock of Scotsmaps. It was ten to midnight by the time we had done all of our homework, so there was still time for a beer or two with Norman before turning in.

**Continued on Page 24**





## **Border Counties Stages Rally** **Continued from Page 23**

I hope I am not boring readers with this bit but for anyone unacquainted with stage rallying, all the pre-rally documentation, checking pace notes and drinking until 1 in the morning is the boring but important stuff before you get into the car and fire the engine up!

So did I sleep well? Did I sleep a deep, peaceful, contented sleep?

You must be kidding! I was wide awake at 4:30am, excited, keen as mustard and impatient to get going and see what this forest rallying lark was all about.

I lolled in my pit for a couple of hours then got up, made a cuppa, performed the necessary ablutions (I had to put that in because nobody ever writes the word, ablutions, and it is a cracker), had a shower and got into the fireproofs and race overalls, then had a final check over all the info. As the team emerged from their pits and came to, the moment of reckoning was drawing ever nearer. We set off, fuelled by a bacon sarnie, and reached Jedburgh by 9am, half an hour before our start time from TC1.

There was a chance for Colin to have a natter with one or two mates who were also out on the event, one of whom was being co-driven by Mull Rally winner Stuart Loudon, who usually sits in with John Macrone, while I casually filed my nails and pretended I wasn't bricking myself, like you do, you know!

Once under way we were off to the first stage at Blackburn Rig, with a 30-minute run-out. As we queued to start the test, we checked everything was working. Intercom: yes; Pacenotes ready: yes; 2B pencil ready in pencil holder: yes; spare underpants safely in stowage: yes!!!

And so to the start of the rally. As the start light turned to green we shot forward, the engine's throttle bodies wailing like demented banshees, "Left Two into 40 yards and Right Three on to bridge, then I screamed..." see 500 yards", and Colin was driving like a man possessed. I had joked beforehand that if it all got too much for me I would cower down in the footwell and he was to tell me when we got to the finish control so that I could hand the timecard to the marshals!

Did that happen in reality? No, I was loving every second but suddenly, three miles from the end of the stage, Colin started making strange gestures in my general direction. He looked very animated. What was that? A slashing motion across the throat? Was he going to kill me at the end of the stage? What was wrong? I will tell you what was wrong, the bloody intercom had FAILED. The battery I had handed him to fix into it that morning was clearly fubarred. Oh shit!

Well, he had to drive on sight as I am not down with the hand signals just yet, but we escaped from the stage with a time of 8 minutes 24 seconds dropped; and comparing it with other crews as we waited at the start of SS2 Riccarton, it wasn't too shabby. We were fourth in class. Colin was gutted though, and he was even more gutted when SS2 was cancelled because some grade A Twice Weekly At Tescos (acronym) had got into the stage on quad and trials bikes, confronted some marshals and told them they had no regard for the fact the forest was closed to the public for that day and that a rally was on.

**Continued on Page 25**



**Luckily Heather Grisedale generously donated one of her brand-new 9 volt Duracell batteries for our intercom system. Thanks Chuck!**



**Norman Grant does what a good dad does and gets stuck in servicing the car**



**Eventually the news filtered through to crews that SS2 Riccarton had been cancelled because saboteurs had paid no heed to the fact a rally was taking place. The naughty people!**



## **Border Counties Rally**

### **Continued from Page 24**

Riccarton was to have been the jewel in the crown, the longest stage of the day at 12.2 miles – and a great opportunity for Colin to really hit his stride, for me to get totally into the pace note groove, and to hopefully claw back some time to the class leaders. So bang went our big chance.

However, it was at Riccarton that I came across the lovely Heather Grisedale (see picture) who was co-driving Alex Curran at car 50 (they finished second in our class on the day) and upon cheekily asking if she might have a spare 9 volt battery I could pounce off her for our intercom, the answer came in the affirmative. Thanks Heather, you saved our lives! I have since been told by her in no uncertain terms that I must always carry two or three with me – and I will, I promise!!

So after SS2 it was time for a regroup in Jedburgh then off to service 1 at Newtown St Boswells. Our gearbox seemed to be losing a little oil so that was fixed, a couple of tyres were changed and it was quickly time to go ... but not before Rosie had forced me to eat a Scottish pie. Well, a man with a physique like mine cannot live on bread alone!

So off we went on a 55-minute journey to stage number three at Cardrona. By this time four and a half hours had elapsed since we finished the opening stage and I am sure many other crews were feeling equally frustrated about the moronic quad bikers at Riccarton.

We dropped five minutes 11 seconds there, then moved on to SS4 at Elibank, where the note delivery and Colin's driving clicked properly into gear, with a time of 11 min 35 seconds, which was much better. Colin had a big grin on his face and said the notes were "spot on". Stage five, at Yair followed quickly, a testing 4.99 mile stage and again, despite having difficulty selecting first from the start line and getting going, Colin again battled to make up the time and we had some spectacular sideways moments in there!

Service No 2 was next, back at Newtown St Boswells and we were five seconds adrift of third in the 1600 class. The final test was Hyndlee, which was Blackburn Rig run in reverse. We vowed to give it our best shot and while I lost my place on the notes for about half a mile in the final third of that test, Colin certainly gave it his all and gave some spectators on a wide sweeping corner some gravel rash as we powered past. We dropped 7 minutes 41 in Hyndlee to leave us 41<sup>st</sup> overall and still fourth in class and Colin third in the 1600 cc class on the day in the ARR Craib Scottish Rally Championship.

As we headed back to Jedburgh he offered a firm handshake and thanked me for being in the car with him. Another new friendship was born.

Back in Jedburgh there was time for a few questions from Bob Milloy at the finish line and then a quick pint before saying our goodbyes and heading off. I flew home in my Mini, had a shower, sat down with Mrs Barnes with a nice glass of Rioja...and promptly fell asleep, dead to the world.

I woke up on the Sunday with a big grin on my face. In fact, I walked round grinning like an idiot all day. And that, my friends, is the effect a forest rally has on you, especially when you click with someone and you have a lot of fun, in a Ford Escort, the king of all rally cars.

So that's my Border Counties report. Are you really interested in the fact that David Bogie won it in a works spec car?

Nah, didn't think so. What he is doing is a million light years away from where Colin Grant and me and many others are with our clubman rallying lot. But we wouldn't have it any other way!



**Alan Barnes**  
**Preston Motorsport Club**



# Melvyn Evans Motorsport Tour of Epynt

Well what a weekend it has been, Unsure on how the car would compare with the rest of the top 10 over the ranges and aiming for a finish more than anything to end the weekend winning the Tour of Epynt is absolutely fantastic, going into the last stage on a 9 second deficit and not knowing whether we had done enough until we reached Llandovery was a tense time but over the moon with the result.

Simon Mauger had been ill all weekend and how he got into the car and dove it at normal road speed is beyond me let alone set the pace that we did, thank you so much for the opportunity to sit in the silly seat.

Awesome battle with Damian Cole & Jack Morton all day made it a good craic and the speed was in another league in the awful conditions at times. Well done to Jack for maximum MSA Asphalt points.

Once again thanks to all the Organisers, Marshals and Volunteers that made the rally possible and congrats to all the finishers notably Gus Greensmith & Michael Gilbey for a great result of a class win and 1st FWD.

Thanks also to Simon Mauger and Major Motorsport & Melanie Holmes for all their hard work leading up to and on the event, great job by all and also to Dennis Marshall & team for a wonderful car, honestly the most viscous accelerating car I have ever sat in and was 100% reliable all day just improving the setup in service.

Simon didn't believe me when I said we were leading after the 1st loop (especially with how he was feeling) and despite a few moments in the day, aquaplaning and breaking a rim the rallying luck was with us and resulted in Simon's 1st Epynt Win and my 1st win on Notes and 1st National win as well. The faces on everyone involved at the end of the day was worth it.

My quote of the day for me was "you're one of the only Co-Drivers to tell me to go faster over Epynt!"

Also speedy recovery to Jamie Vaughan who must be feeling very sore today although thankfully OK.

I'm sure I've forgotten a few people but thanks to all who have congratulated us and hopefully we can do this again.

**Jon Hawkins**



Photos Courtesy  
Jucy Rally Photography  
[www.jucyrally.co.uk](http://www.jucyrally.co.uk)



# Melvyn Evans Motorsport Tour of Epynt

Sunday 8th March and it was the 1st round of the 2015 REIS Asphalt Championship. After a winter break the RED Industries, Adgespeed and ABR Engineering backed Subaru Impreza of Adrian Spencer headed down to the Military Ranges of Epynt in the Brecon Beacons in Wales. Adrian's usual co-driver Mark Hewitt was unfortunately unable to compete due to family commitments, so experienced Welsh co-driver Paul Williams was drafted in to call the notes. Following a good recce of the ranges on the Saturday to check the notes all was set for the rally on Sunday.

Seeded at car 11th out of the 110 car entry and with a very strong top 20 including 8 World Rally Cars including Impreza's, Fiesta and Focus and with strong class B13 opposition from Ford ex works driver Simon Major in a Millington engined 6R4, Bob Fowden, David Hardie, Richard Clews and Chris Rice in Subaru Impreza's and the likes of Phil Turner in an EVO it was going to be a tough and hard battle.

Just to spice things up wet weather greeted the crews as they set off for the start, which at least made tyre choice easier, for the 1st loop of 2 stages. Stage 1 at 3.8 miles and the 2nd 11.25 miles. Hoping that many of the crews would be cautious in the slippery condition Adrian decided to push from the start and set 9th equal quickest time on stage 1 with Fowden and Turner although Hardie was 5 seconds quicker and 11th quickest on stage 2 only 2 seconds behind Hardie, but more important 13 seconds quicker than Fowden which meant at the end of the 1st loop of 2 stages Adrian was 9th overall, 8 seconds behind Hardie, 13 up on Fowden and 14 on Turner. Simon Major was in a league of his own leading the rally by 3 seconds from Cole, the new Metro working well.

The 2nd loop of 2 stages were a rerun of the 1st two and with no change in the weather and no problems with the car except for some patching of the front drivers side wing after hitting a bale in the 1st stage, good job I didn't replace that wing for this rally was Adrian's comment. 11th quickest time over stage 3, Hardie and Turner were a few seconds quicker, but Fowden dropped 2 to Adrian. Stage 4 didn't go too well as Adrian couldn't get a good feeling and dropped 11 seconds to Fowden and 6 to Hardie resulted in 8th O/A for Adrian with Hardie 5th, Fowden 11th, Turner 12th a few seconds behind.

Back in service the team of Barry Allman and Paul Whittaker went over the car and the Team made some adjustments to the suspension and diffs.

Stage 5 was a stages 1 and 2 joined together to make a 14.6 mile stage and with the new settings transforming the car and Adrian's confidence 5th quickest time was the result, taking 4 seconds back from Hardie but 8 seconds quicker than Turner and 16 better than Fowden to move Adrian up to 6th O/A with Hardie 4th, Turner 8th and Fowden 11th the chase was on.

Stage 6 was the reverse of stage 5 and with rain having stopped and the roads starting to dry, Adrian set off on a mission as this was where Fowden was usually very quick as it's his favourite direction and again set 5th quickest time nearly matching Fowden being only 3 seconds slower, but more important being 25 seconds quicker than Hardie which moved Adrian up into 4th O/A with Hardie dropping to 6th and Fowden moving up to 8th.

The last stage 7 was a repeat of 6 and Adrian switching to slicks needed a fast run to keep his advantage over his rivals. A small mistake at a chicane cost 5 seconds but the advantage was there and although Fowden took 4th quickest beating Adrian 5th quickest time by 10 seconds, it was enough to hold on to 4th O/A and with Major winning the rally outright by 1 second from Damian Cole, Adrian also took 1st in Class B13.

Well a great start to the 2015 REIS Asphalt Championship, roll on the next round the Manx National Rally



**Adrian Spencer : Wigan MC**



# Saltire Classic Rally

3am Sunday the 1st of March saw myself and Ste Brock head north with our two lads to meet up with Richard Crozier and have a crack at the Saltire Classic Rally run out of the Burnham Hotel by Saltire car club.

I hadn't any idea of what I was in for and tbh thought it would be a walk in the park after looking at the entry list and thinking a few old men in old cars how hard can it be (how wrong and how I had my eyes firmly opened after a look at some of the machinery on display and it was also confirmed after the first test that these old men some young I may add wouldn't roll over to easily.

The first section was regularity and to those who don't know these had to be done at various average speeds easy you may say then you try and do it and come into the control on time it isn't easy by any extent get stuck behind someone or wait at a junction and your down on time so have to the push to get back on your time this takes a great amount of skill by the navigator checking time over distance covered and then relaying it back to you the driver in up 6 down 8 etc so you have to adjust your speed and get a feel to the speed needed to try and keep your scheduled time if that makes any sense.

Anyway on to the good stuff the tests these comprised of some made up of blasts round auto test routes in car parks to almost stages through woodyards, construction yards, Stately homes and even castles these were tricky but great where you could really push on as fast as you could or dare the old Subaru lapped these up especially the wet and slippery ones.

My favourite part was still to come runs through the forests used on the McRae Stages I'd been there before servicing for Chris Collie on the Scottish rally championship but never driven on a forest stage in my life. It was mint bar a wrong slot we had in the first section but all this meant was we had to drive even faster to get back on our time Richard didn't seem very happy with the small mistake but I was as I got to give the old Subaru some stick in the woods. No real moments bar a massive drift at speed pulled off like a pro in the snow. I hope someone got a picture of that as it will be a minter for the wall for sure.

Anyhow the day drew to a close with a final test round a woodyard with us minus an exhaust system but still smiling all tests complete we headed back and loaded up the trailer and waited to be fed whilst the results team sorted out the leaders.

At the Lunch halt we were in the top ten and third in class that would do but I felt we had a better push in the second half trying a lot harder on the tests and also Richard really turning on his skill on the regularities. So when we got back I was quietly chuffed to find us in fifth spot and first in class whilst we had some food.

The results team sifted through the cards and when results were final, we had been moved up to third overall and first in class. My best result so far and I think Richards too. Then to put the icing on the cake we picked up best regularity beating some of the masters to have our name alongside the likes of Bob Hargreaves and co. That'll do me. Thanks again to Richard for a spot on job on the maps thanks to all the marshals that stood out in everything Mother Nature

could and did throw at you and hats off to the organisers and officials for why was truly a memorable day for us.

**Steve Hudson : Clitheroe & DMC**



*Photos (Above) Courtesy of*





# Saltire Classic by Bob Shearer

The first event of the 2015 NESCR Challenge, the Belmont Communications Saltire Classic Rally ran on Sunday 1st March, starting from Birnam in Highland Perthshire, writes Bob Shearer. An entry of 40 cars was quickly awakened when test 1 at Dunkeld Sawmill was reached just a mile from the start and this was followed immediately by regularity 1. The test was wet and muddy as expected but some good times were set, with Ross Butterworth/Ali Proctor, Escort Mexico setting a fastest to indicate their intentions for the day. Regularity 1 took crews in a loop of minor roads to finish next to the A9 at Ballinluig close to the start of test 2 and 3. These two tests are rough tracks along the bank of the River Tay, punctuated by code boards and chicanes, and Colin Rose/Bob Shearer MG Midget were able to equal Butterworth/Proctor on the first of these, with the Escort out on it's own on test 3.

Test 4 was a long farmyard test with loose surfaces and buildings and honours on this went to Mike Dent/Mark Gilmour, Hillman Imp despite the uphill start, a sure sign of the Imp's rear-engined traction. On up to Pitlochry and the classic tarmac test at Edradour Distillery. No time to stop for a wee dram as Grainger Robertson/David Robertson, Nissan Sunny went round this test quicker than anyone. Test 6 was also in Pitlochry at the Old Dairy and this was new to everyone. A tight test round buildings with no chance to build up speed and three 180s thrown in. Dent/Gilmour's Imp made it round fastest followed closely by the Robertson's' Sunny. Further North still on the old A9, tests 7 and 8 were next to Blair Castle in Blair Atholl. Test 7 was fairly straight forward, with only a double 360 in the middle to remember, while test 8 in the salt depot for winter road clearing was quite a test of accuracy with all sorts of obstacles. Both of these saw Jay Colville/Will Corry, MG Midget set fastest times to improve their chances. Heading west towards Loch Errochty, test 9 was a very muddy but easy to remember, route around a field near the river. This one had to be shortened because some parts were just too muddy but Raymond Rollo/Alan Aitken, Ford Capri GT managed to get round fastest.

Next was regularity two near Errochty, but the first part of this was on the north facing side of the hill which still had considerable snow. After several cars got stuck, and others delayed, this section was cancelled and crews headed straight to test 10 along with lunch at Ardgualich Caravan Park, Loch Tummel. This is always popular because a test before and after lunch enables crews to see their fellow competitors in action and to decide how hard to push in the afternoon. Test 10 before lunch saw the Colville/Corry Midget set fastest while test 11 after lunch saw Sandy Horne/Kirsty Horne, Ford KA come out on top. Regularity 3 was then to run back through Tummel Forest but discretion being the better part of valour, the organisers wisely decided to cancel it and run cars back to test 12 on the snow free main roads. This test was a short up-and-back with a rough 180 at the end which didn't really suit hand-brake turns and several crews reported being a bit too close to the River Errochty!

Back to Blair Atholl and test 13 being a repeat of test 8, while test 14 was test 7 in reverse. The Dent/Gilmour Imp was best on test 13 while test 14 went to Butterworth/Proctor in the Escort. Immediately after test 14 came regularity 4 which required good map reading to find the small roads as well as great concentration to manage the multiple speed changes. Stephen Hudson/Richard Crozier, Subaru Impreza managed this one with a total loss of only 4 seconds.

Test 15 was to be a re-run of the Edradour Distillery test at Pitlochry, but delays from the earlier regularity problems caused this one to be cancelled to keep the event to time. So, on to test 16 a reverse of the test 4 farmyard, but without the long downhill finish. The Peter Humphrey/Douglas Humphrey Mini Cooper was equal fastest on this short test where manoeuvrability was more important than speed! To bring the event to a close, test 17 was a re-run of test 1 at Dunkeld Sawmill where the Rose/Shearer Midget managed fastest.

The Saltire Classic is a great event with really enjoyable tests and challenging regularities so it is in some ways even more a team effort than some of the test only events. The organising team coped well with the problems caused by the chaos on regularity 2 and the marshals provided an ever friendly service throughout the day, even with occasional showers and strong winds to contend with.

## Results

### Class 1 Novice crews

1 <sup>st</sup> Sandy Horne/Kirsty Horne	Ford KA
2 <sup>nd</sup> Stephen Brown/Cameron Fair	Peugeot 205GTi
3 <sup>rd</sup> Gillian Macdonald/May Brown	MG Midget

### Class 2 Cars up to 1967

1 <sup>st</sup> Peter Humphrey/Douglas Humphrey	Mini Cooper
2 <sup>nd</sup> Gordon Furness/Lisa Furness	Wolseley Hornet
3 <sup>rd</sup> Jim Hendry/Colin Murray	Triumph TR3

### Class 3 Cars 1968 to 1974

1 <sup>st</sup> Ian Dixon/Maurice Millar	MGB GT
2 <sup>nd</sup> Jay Colville/Will Corry	MG Midget
3 <sup>rd</sup> Colin Rose/Bob Shearer	MG Midget

### Class 4 Cars after 1974

1 <sup>st</sup> Stephen Hudson/Richard Crozier	Subaru Impreza
2 <sup>nd</sup> Grainger Robertson/David Robertson	Nissan Sunny
3 <sup>rd</sup> Ryan Hay/Craig Wallace	Toyota Paseo G6

### Class 5 Historic cars pre 1981

1 <sup>st</sup> John Bertram/Andrew Fish	Ford Escort Mk1
2 <sup>nd</sup> Raymond Rollo/Alan Aitken	Ford Capri GT
3 <sup>rd</sup> Mike Dent/Mark Gilmour	Hillman Imp



*Photo Courtesy of*



## Overall

1 <sup>st</sup> Ross Butterworth/Ali Proctor	Ford Escort Mexico
2 <sup>nd</sup> John Bertram/Andrew Fish	Ford Escort Mk1
3 <sup>rd</sup> Stephen Hudson/Richard Crozier	Subaru Impreza



# MSA British Rallycross Championship 2015

The re-branded **MSA British Rallycross Championship** is preparing for a bumper season in 2015 after a winter that has seen improvements take place behind the scenes to further enhance the spectacle that is the 2015 British Rallycross Championship.

With the championship now under a new joint leadership between the **British Automobile Racing Club** and the **Lydden Hill Motor Club**, the scene is set to see an improvement on the 2014 season, which saw increased spectator numbers during the campaign. A new TV package has been agreed with **British Eurosport** whilst there is also Online coverage available for the eight round calendar in 2015.

The re-organised calendar now sees the Championship begin at **Croft** on 15 March before heading to **Lydden Hill** in Kent and then on to **Pembrey** in Wales. After a double-header event to be held at **Mondello Park**, the series will head back to Croft via Pembrey and Lydden, before the Blue Riband event of the British Rallycross Grand Prix takes place at Croft to close the season off on 11 October.

This has seen a boost in entry numbers ahead of the 2015 season with potentially up to 20 cars entered in the **MSA Supercar Class** alone. 2014 Champion **Julian Godfrey** returns along with big names such as **Steve Harris**, **Steve Hill**, **Simon Horton**, **Andy Grant** and Rallycross Grand Prix winner **Kevin Proctor**.

These big names will be joined by the **Albatec Racing** duo of **Andy Scott** and **Mark Flaherty** Peugeot 208 Supercars and **Ollie O'Donovan** in a brand new Fiesta Supercar. Also confirmed to compete is British and European Rallycross legend **Pat Doran** will return to the competitive fray full-time alongside Harris in a Citroen DS3. The **MSA SuperNational** category looks set to be contested by the best again as those who fought for honours in the 2014 season are due to return. **Stuart Emery**, **Gary Dixon** and **Guy Corner** set to be joined by **Dave Bellerby** and **Alan Tapscott** amongst others.

The ever growing **Super 1600** class will see 2014 **Hot Hatch** Champion **Craig Lomax** looking to add the 2015 title to his achievements, but drivers such as **Phil Jones**, **Micheal Boak** and the 2014 champion **Phil Chicken** won't make it easy for him.

In the highly competitive **Suzuki Swift** championship, 2014 champion **Tristan Ovenden** will return to defend his title. His main challengers from last year **Graham Rodemark** and **Chris Mullen** are not competing this year, so Ovenden will face new challenges from the likes of **Darren Scott**, **Dave Ellis** and **Rob Maynard**, while newcomers **Alex Spencer** and **Jack Taylor** will be among the others eyeing up positive results in 2015. **Drew Bellerby**, **Jennie Hawkes** and **Sam Jones** are tipped to be three of the leading lights in the **MSA Junior Rallycross** category for 14-to-17-year-olds, all racing in identical Suzuki Swifts. Meanwhile last year's RX150 Buggies front-runners **Marc Scott**, **James Grint** and **Kevin Feeney** are back again to battle for the title in the exciting buggy category.

Add into this exciting mix the fast and hard, no holds-barred arena of the BMW MINI, Hot Hatch and Retro Rallycross categories and it's looking like an exciting year for British Rallycross. With all eight rounds to be broadcast post weekend on British Eurosport, BARC General Manager **Ian Watson** reflects that there is plenty to look forward to.

*"The MSA British Rallycross Championship is an exciting new challenge for us," he said. "Rallycross as a discipline is very much in the ascendancy in the motor sport world, and we are keen to work closely with the MSA and other interested parties to leverage every available opportunity to interact with the burgeoning new World Championship and make our national series a real success story for years to come."*

*"If entries are anything to go by, we are already off to a flying start in 2015, with plenty of exhilarating high-octane action in store for competitors and fans alike. If you haven't followed rallycross before, there's never been a better time to tune in!" explained Watson.*







## Lynch stars on British Championship return

Wigan racer Tony Lynch enjoyed a fine start to his assault on the 2015 MSA British Rallycross Championship in Association with the Shannon Group with an impressive top four finish in the season opener at Croft.

Westhoughton-based Tony made the trip to the North East for his maiden outing in the Supernational category at the wheel of his Lucas Oil Team Geriatric MINI Cooper S keen to play down expectations as he continues to work through an extensive development programme with the car.

With new suspension from AVO being the first upgrade fitted to the car for 2015, Tony went in to the opening heat eager to see what impact it would have on the MINI and the improved handling was immediately clear as he took the flag in second place.

A brace of third place finishes then followed in the remaining heats, although a coming together in heat three when he was collected by an out-of-control rival meant damage to his rear suspension that the team was forced to work hard to repair for the final.

Having targeted a place in the final going into the weekend, Tony was delighted to line up on the front row thanks to his impressive showing in the heats and while a podium position would prove to be illusive, he was able to kick-start his campaign with a fourth place finish.

The result leaves Tony optimistic about the next event on the calendar at Lydden Hill, where further improvements could be made to the car.

"Although personally I'm a bit disappointed we didn't make it onto the podium having started third, the team is delighted to come away from the opening round with a fourth place finish," he said. "Going into the weekend, we knew we were down on power to a lot of the other cars and hoped that the new AVO suspension would improve the handling and allow us to make up for the power deficit we have.

"The suspension worked perfectly and the improvement in the car from the final round of last season [in the BTRDA Series at the same circuit] was huge. Even when we picked up damage in the final heat, the car still performed, although I have to give a huge amount of credit to the boys for getting it straightened up a bit for the final.

"The handling wasn't quite right in the final as the car was crabbing a bit, but despite that, we picked up a good result to start the season. We know that some of the other drivers had a few problems, which helped us, but you have to be in a position to take advantage in that situation, which we were.

"We've got some work to do now to get the repairs to the rear end of the car completed which may alter our upgrade plans for Lydden Hill, but even if we have to go there with the car as it was this weekend, we know we're in a decent position. We're not going to get carried away after one round, but it was a good start to the year."



*Images Ed Bookless Photography/Paddock 42*

Whilst strolling round the Harbour this morning at about 11 am., I noticed a terrorist slip from the quayside and fall into the water. He was struggling to stay afloat because of all the explosives he was carrying. If he didn't get help he'd surely drown.

Being a responsible citizen, and abiding by the law of the land that requires you to help those in distress, I informed the Police, the Water police, the coastguard, the Immigration Office and even the Fire Dept.

It is now 4 p.m., he has drowned, and none of the authorities have yet responded. I'm starting to think I wasted five stamps.



**Gazzard Accounts Ltd**

# THORBURN TRIUMPHANT IN THE LAKES

Euan Thorburn and Richard Cooke put in a sensational afternoon drive on the Lake District based Malcolm Wilson Rally to convert a 15 second deficit into a 46 second winning margin.

A 2.30am alarm was required for the long journey up to the Cumbria for round 2 of the BTRDA rally series. The 40th anniversary running of the Malcolm Wilson Rally would see 118 cars leave the M-Sport based start to attempt 8 stages, covering 44 competitive miles, within the Whinlatter, Grizedale and Greystoke forests. High winds and occasional showers greeted our mammoth climb to junction 7 of Comb for stage 2 and it was Paul Bird and Aled Davies who made the most of the tricky morning conditions; opening up a 5 second lead over Thorburn and Cooke on completion of the undulating Whinlatter forest tests.

Bird then continued his excellent start to the event, making full use of his local knowledge to register fastest time in both Thorns Gill and Greystoke to complete a clean sweep of morning stage victories. Thorburn was however able to keep the Cumbrian man in sight, and by the time the cars reached the first Penrith service halt the reigning Scottish champion was just 15 seconds adrift with more than half of the rally remaining.

Thorburn was using Paul Benn's 02 Focus WRC for this event and maybe the Scotsman just needed the morning to re-acclimatise with this particular car, having used a similar model to claim the 2013 BTRDA and 2014 Scottish titles. This seemed to be the case as an excellent drive through Grizedale North saw him take stage victory by 15 seconds before going better still in Grizedale South and registering a time that was a whopping 29 seconds quicker than anyone else to now lead the event by the same margin from Bird and Davies.

Stephen Petch and Ian Windress meanwhile had found a good rhythm in their Fiesta R5+ and joint second fastest time in stage 6 promoted them 3 places up the overall standings to 4th overall; now just 11 seconds behind the very rapid B13 Subaru of Jim McNeil and Tony Bassett. Conversely, David Weston's strong morning display, which had seen the WRC Subaru lying in third place overall, unravelled with a puncture in stage 5. He and Kirsty Riddick however remained just 12 seconds behind the final step of the podium in fifth following the completion of the Grizedale loop of stages.

While Bird's victory hopes had faded, second appeared to be safe having secured a mammoth 1 minute and 17 seconds gap to third with just 8.5 miles left to run. The fight for the final step of the podium however was most definitely on; now between Petch and Weston following the unfortunate retirement of Jim McNeil's Subaru with an electrical gremlin.

Heading into the wet final stage, the WD40 backed Ford held a slender 2 second lead. But try as they might, Petch and Windress could not quite match the 7 minute 30 second marker laid down by the Subaru of Weston and Riddick; eventually missing out on third place by a mere 4 seconds. Weston on the other hand will have been pleased with third as even without the puncture, the top two would have been difficult to catch.

Upfront, Thorburn continued his total afternoon domination by claiming another impressive stage victory with a time that was 17 seconds faster than Bird to end the rally with a winning margin of 46 seconds. His time in the wet afternoon running of Greystoke was a whole 21 seconds quicker than the morning test! This had been some drive by the Berwickshire man.

There was little that Bird could do to defend his lead with Thorburn in this sort of form and so his search for a fifth Malcolm Wilson Rally victory will have to wait another year.



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## Malcolm Wilson Rally

### Continued from Page 32

However the Cumbrian will be consoled by the fact that he has a healthy BTRDA championship lead after adding 28 points to the 30 earned from his Wyedean Rally victory.

#### CLASS B13

Luke Francis and Jim McNeil locked horns early on in the battle for B13 honours; Francis setting third quickest time overall in Revellin Moss, only for McNeil to go quicker in Comb and then Greystoke to take an 8 second class lead into the first Penrith service, with the Mitsubishi of Wayne Sisson and Fiesta of Andrew Gallagher lying 12 and 16 seconds further back respectively in 3rd and 4th position in class.

McNeil then dominated the two Grizedale stages setting 3rd and 5th fastest times overall to take a commanding 42 class lead into the final 2 stages. Meanwhile, Andrew Gallagher, with Jane Nicol on the notes, had managed to haul in Francis and was now six seconds in front of the Welshman; a battle that would prove key given the demise of McNeil before the start of stage 7.

Indeed, Francis may have been able to cut the gap to just 2 seconds heading into the Greystoke finale, but 5th fastest time overall for Gallagher would ensure that he and Nicol would head back North of the border with class victory and a fine 5th place overall.

In fact a slow time for Francis on the final test cost him second in class too; Wayne Sisson and Neil Shanks putting in a strong final stage performance to take the runner up spot in B13 with 6th place overall.

#### CLASS N4

Russ Thompson and Thomas Naughton were again the front runners in the top production class; the pair each taking 2 class stage wins on the morning stages, but with Naughton and Andi Mort holding a 9 second margin over Thompson and Andy Murphy at the first Penrith service.

As in other classes though it was the Grizedale tests that proved decisive; Thompson coming out on top and taking a 17 second lead into the final 2 stages. While Naughton was quicker in both, the gap was just too big to close, leaving the Clitheroe man to wrap up his second BTRDA class win of the season with 7th position overall.

#### CLASS H3

Matthew Robinson, with Kim Baker on the notes this time, put in yet another stellar performance to claim both the Historic and Silver Star honours on the Cumbrian event. The Escort crew were kept on their toes early on by the evergreen Steve Bannister. The infamous red striped MK2 however suffered from a puncture in Grizedale North, causing them to take a stage maximum as a result and ending any hopes of class victory. That aside the Ripon man would have taken some beating; finishing the day in 10th position overall to take Silver Star honours by 1 minute 28 seconds and H3 by a massive 2 minutes 55!

#### CLASS B11

You would not have believed Boyd Kershaw had been away from the sport for 2 years after he and co-driver Mark Fisher opened up a 29 second class lead after the first four stages. In fact the Escort crew went on to set fastest time in class on all eight stages to take a comfortable 1 minute and 14 second victory over the front wheel drive Astra of Stuart Egglestone and Brian Hodgson; ending the day as second 2 wheel drive crew home in 14th position overall.



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## **1400**

The much anticipated pre-event duel between Yorkshire rivals Mat Smith and David Bennett unfortunately ended on the morning loop of stages. Bennett, with Alistair McNeil alongside, had been lying 16th overall with a 10 second class lead before incurring event ending damage in the short Thorns Gill stage. This left Smith and Giles Dykes to take a comfortable 1 minute and 15 second class victory in their newly liveried Proton; but more impressively ending the day as third 2 wheel drive crew home, claiming 15th position overall in the process.

Meanwhile victory in the 1400C class was again claimed by Keith and Mairi Riddick in their MG ZR, giving them a large championship class lead at this early stage of the season.

## **CLASS B10**

Class B10 was settled sensationally on a tie break after both Greg McKnight and Barry Lindsay registered the same overall time after 44 competitive stage miles. In a fantastic battle that saw the class lead change 4 times throughout the day, Greg and Chris McKnight finally ended the day as class winners courtesy of their quicker stage 1 time.

## **CLASS H2**

Andy Kelly and Roger Herron came out on top of the all Escort affair that was class H2. David Dobson had however been leading the class in his MK2 before an off in Grizedale South ended his hopes of victory. Instead Andy Kelly picked up his pace as the day went on to take class honours by 47 seconds with 36th position overall.

## **CLASS N3**

Tony Simpson and Ian Bevan were guaranteed class victory with an event finish by virtue of being the only car entered in N3. However a solid performance by the Fiesta crew was rewarded with 43rd overall.

## **CLASS H1**

Barry Jordan and James Gratton-Smith were holding a near 4 minute class lead when the only other H1 crew in the event, the Escort of David Thirlwell and Graham Reader, retired in Grizedale South. Jordan and Gratton-Smith however beat several more powerful cars on their way to an excellent 44th overall.

## **RALLY FIRST**

Mick Quinn and Neill Cameron in their Nissan Micra got the better of Phil and Chris Spilsted's similar machine to take RF1.0 class victory with 80th overall.

Nick Carr and Joe Sturdy claimed RF1.4 victory with a winning margin of 2 minutes and 33 seconds to finish the day in a very respectable 55th position overall.

While James West and Steve Eggington put in a strong performance to claim RF1.6 honours by over 3 minutes with 49th position overall in their VW Polo.

## **RESULTS**

1. Euan Thorburn / Richard Cooke | Focus WRC 02 (B14) | 0:45:55
2. Paul Bird / Aled Davies | Focus WRC 07 (B14) | +00:46
3. David Weston / Kirsty Riddick | Impreza WRC (B14) | +02:27
4. Stephen Petch / Ian Windress | Ford Fiesta R5+ (B14) | +02:31
5. Andrew Gallagher / Jane Nicol | Ford Fiesta (B13) | +03:12
6. Wayne Sisson / Neil Shanks | Mitsubishi Evo 9 (B13) +03:29
7. Russ Thompson / Andy Murphy | Mitsubishi Evo 9 (N4) | +03:38
8. Luke Francis / John H Roberts | Mitsubishi Evo 9 (B13) | +03:40
9. Thomas Naughton / Andi Mort | Mitsubishi Evo 9 (N4) | +03:48
10. Matthew Robinson / Kim Baker | Ford Escort MK2 (H3) | +04:50

**Continued on Page 35**





## IN SUMMARY

To be honest I didn't think anyone would have the beating of Paul Bird in his own back yard but Thorburn's afternoon charge was simply breathtaking and hopefully he will be making a few more appearances south of the border in 2015; a major highlight from a great day following yet another well run BTRDA event. We just about made it to three stages, having almost been turned away from Greystoke due to the car parks being jam packed. I am not sure I have ever seen so many people in there and for the first time ever I actually enjoyed the stage. A significant amount of tree felling and surface changes since our last visit has completely transformed the viewing. Clearly charging a mere £5 for parking works and is most definitely the right way to get spectators to park where you want them to.

After a full days action it was gone Midnight before I arrived back in Birmingham; the 21.5 hour day probably the longest period of time I have gone without sleep since last years Le Mans. Was it worth it? Absolutely!

The next rally for me is most likely to be the Pirelli in late April although I may yet be tempted by Rally North Wales



**Report & Images**  
**Paul Commons**

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



I haven't sat in with Dave Head since the Illuminations Road Rally back in 2010. On that occasion, I got us incredibly lost. Yet we still finished (albeit in last place), providing me with great experience as a navigator on my second ever event. When Steve posted a request for a navigator earlier this year, I jumped at the chance to sit in with Father Head. I felt I owed it to Dave to prove that I wasn't completely helpless at navigating. I'd also gotten a little more experience in the meantime, especially on notes.

The Malcolm Wilson ran with two fields, with the 1400s in reverse order. This was great for us, as it

meant we were second car on the road. This did have an unpleasant side effect though, in that we had to be up ridiculously early! We set off from M-Sport and kicked off with a run through Revelin Moss: a short stage, perfect for getting us in the mood for the rest of the day. Then it was off to Comb, which seemed to flow well from both sides of the car.

The third stage was Tornsgill; a new addition for 2015. At just over a mile it was short and sharp. We had no expectations as to what to expect in the stage. Well, being the second car off, we had lots of fun trying to keep the car on the road! It had been freshly surfaced with nice golf-ball sized rocks, and it was certainly slippery, especially on the downhill 5L that would undoubtedly catch the unwary out.

Next stop was Greystoke, a classic Cumbrian forest stage. Having never done it before, I was rather excited, and boy was it fun! I loved every inch of it, but the long straights didn't particularly suit the Super Swift. However, there is nothing quite like being flat out in a 1400, and despite a couple of small moments, we were around safely.

We were then back to service before the two Grizedale stages. A quick check, and we were looking good. They'd given us some extra time in service, which led to some interesting road ordering at the start of Grizedale North. Like Greystoke, I'd never rallied in Grizedale either, and was somewhat looking forward to having a blast round. Two relatively long stages followed, which really tested my concentration in places. Despite being caught by a couple of cars running out of order, we had a tidy couple of stages and were back off to service for the last time.

With nothing of note to fix at the Truckstop, we set off for the final two stages of the day: a repeat of stages 3 and 4. Another go around Tornsgill was more enjoyable now that the 4WDs had cleared the top layer of boulders for us. The last stage of the day with another blast around Greystoke, which was just as enjoyable the second time!

After fixing a tiny an issue with our timing at the finish, we were placed 84<sup>th</sup> overall; not bad when you consider that there was thirty odd non-finishers! The achievement was in getting around (especially on the new stage!) and enjoying ourselves in the process. Running as one of the first on the road, it was great to see what the stages look like before anyone else has been on them. Thanks again to Steve and Rob who kept the car on the road all day. Thanks must also go out to all of the marshals and organisers who made it possible for us to play in the Cumbrian forests. Great fun, and I'm sure you'll see us out again!



**Photos Courtesy of Phil Andrews**

**Matt Broadbent : Knowldale CC**

## Runner Up Spot For Bird On Malcolm Wilson Rally

Cumbrian rally driver Paul Bird's hopes of a record-breaking fifth win on his local Malcolm Wilson Rally today were denied when well in command of the second round of the 2015 REIS-RAVENOL BTRDA Rally Championship based in the Lake District.

Having equalled fellow Cumbrian Bill Dobie's long standing record of four outright victories on the event following his win last year, Bird from Langwathby, along with Welsh co driver Aled Davies, were hoping to add to their winning

start to the season in the Frank Bird Poultry, Fuchs Titan Race, Hager and Mac Tools-backed Ford Focus WRC07. Despite the wet and slippery conditions, Bird flew through the opening four stages setting fastest time on them all to arrive back at the Penrith service area with a 15 second lead in the Dom Buckley IRS-prepared car.

However, that lead was negated in the first of the notorious Grizedale stages, which has been his bogey forest in recent years, and the problem was compounded in the second test in the forest high above Windermere when he dropped a further 30 seconds to lose the lead for the first time.

Following second service, the 2005 ANCRO National Champion responded with a fastest time in the short Thornsgill 2 stage but any hopes of clinching another win to add to his 2004, 2006, 2007 and 2014 successes were scuppered when he dropped further time on the final test in Greystoke to arrive at the finish as runner-up for a fifth time on the Cocker-mouth-based event..

But it wasn't all disappointment for the British Superbike team boss as the result saw him score maximum championship points to add to those scored on last month's Weir Engineering Wyedean Forest Rally to ensure a comprehensive lead in the title race going into the Somerset Stages Rally in six weeks' time.

Paul Bird: "I can honestly say that's the best I've ever driven and to come out in second place is a little disappointing if I'm being honest as we made no mistakes at all. Grizedale has never been kind to me but I had the best run ever through it today and we still lost a lot of time which leaves me thinking that maybe the way I drive in that forest isn't the right way perhaps? The gap back to the other main BTRDA competitors was significant and I'm still leading the championship so all is not lost and when you consider I have now finished in the top two on this rally nine times, it's not a bad record."



## Bentham's David Wright made it to the finish of last weekend's Malcolm Wilson rally in Cumbria after a tough two days with his Ford Focus WRC.



Wright tested the Kumho Tyres and Grove Hill Garage-supported Focus on the Thursday before the rally and had no problems as he gained valuable mileage in the new car. However, when he drove the car to scrutineering at M-Sport's premises on Friday the engine cut out. Wright was able to make it to scrutineering after resetting all the cars systems but it was looking doubtful that he'd be able to start the event.

With the help of M-Sport staff Wright was able to diagnose the problem as a faulty chassis ECU. Fortunately a replacement was sourced which returned the car to full health.

The event itself started with two stages in the forests near Keswick followed by two more stages near Penrith. Wright and co-driver Michael Wilkinson made a good start, including setting second fastest time on stage three, to lie in 6th place at the first service halt.

"After all the drama on Friday I was relieved just to make the start of the first stage," said Wright. "The car performed perfectly at the test session so it was very frustrating to have a problem on the way to M-Sport. We were lucky to be able to call on the expertise of M-Sport's staff, who originally built the car, to identify the issue."

"With our aim being to finish the event we started off cautiously and took no risks. The first few stages were very slippery and we found that the replacement ECU had settings for tarmac events rather than gravel which made handling the car very difficult. I was happy to be in 6th going into service."

Two stages in Grizedale forest followed and it was here that Wright's hopes of a good result were ended. The Focus clipped a large stone which damaged the wheel rim and caused a puncture. Wright was forced to stop and change the wheel which cost him five minutes and dropped him right down the leaderboard. A troublefree run through the last two stages saw Wright finish in 22nd place.

"The puncture was disappointing, we had moved up to fourth after the first Grizedale stage and were hoping to push for a top three position. It wasn't to be though. We achieved our target of finishing the event which is the main thing. We've got a very steep learning curve with the new car but we made a lot of progress at the weekend which bodes well for the rest of the season. Thanks to Giles Philips Motorsport for preparing the car and thanks to Kumho Tyres and Wright's next event with the Focus is scheduled to be the Somerset Stages in April but he'll also be out on the AGBO Stages on 22nd March where he'll drive a Mk2 Escort co-driven by Steve Pugh.



 [Songasport.co.uk](http://Songasport.co.uk) 



Dear Lord, here we go again! No, it's not another prayer, instead it's a tongue-in-cheek-it-probably-didn't-happen Rally Report from myself, one half of the now famous Deadly Serious Rally Team! Before I begin, you should probably go and type 'The Deadly Serious Rally Team' into the Facebook Search Bar and give it a like, you'll love it. As much as a fat kid loves cookies.

So, let's go! The Malcolm Wilson Rally, a local event, which means no early start right? WRONG! Our start time was 07:06am, so I needed to be up three hours before to do my hair and make-up! Up we rocked to M-Sport, which I was surprisingly allowed into despite being a former employee, and much to my delight they haven't changed their WiFi password, meaning I could take 200 selfies and upload them to all the dating websites whilst I was there.

The Skoda Felicia WRC was looking incredible, people were taking steps back when they saw it as the power was so overwhelming, even without the engine fired up! It'd had a wash as well, meaning it was now just shy of 346.26bhp! Dave had splashed out some cash over the Winter and bought himself a sexy onboard camera, meaning we could capture all of our Deadly Serious moments, without fail. As a photographer, I was entrusted with the task of fitting the Memory Card and operating the camera – dead easy right? NO! Because apparently at 7am on a Saturday Morning, a new born goldfish has more functioning brain cells than I have, thus resulting in me forcing the card in the WRONG WAY and getting it stuck. Properly stuck. Sadly I'd plucked my eyebrows the night before, so didn't even have my tweezers in my nav bag (actually a Morrisons carrier bag) to pull the card out. Drama #1 of the day.

On to the stages...we got to the arrival of stage one, and in our usual fashion, threw food supplies at the beautiful marshals, who give up their days, unpaid, to let us have our enjoyment (just remember that the next time you go to argue with one, without them, we aren't rallying). Stage One wasn't the nicest of stages, with me struggling to make jokes and read the Daily Star, and Dave forgetting he was driving a World Rally Car and trying to make himself a ham sandwich. We got to the end and again, threw food at people (in a nice way). On to Stage Two, and things were better, we got into a nice little rhythm, hitting 25mph on more than one occasion but unfortunately this enjoyment was short lived. Towards the middle of the stage we began to lose power, and trust me, when you only have 40 Shetland Ponies to start with you certainly realise when a couple of them trot off! It soon became apparent that we had a gearbox full of 4<sup>th</sup> gears, and it was like stirring soup to find them! Personally, I thought Dave was just trying to touch me up!

We came out of SS2 and decided to try and limp it through SS3&4, however on the way to SS3 we realised that it simply wasn't going to be fair on the other competitors who would be catching us on stage, as getting up slight inclines was near impossible. So that was it not even 9am and our rally was over!

Is that it? No more drama to report? Well, okay, not quite. I think it's time for a Navigators Confessional, and this is one that only a few select people know...such as myself and Dave. Not even the lads at JD Motorsport (who hire out the car) know this. There was a little bit more damage done on the Skoda than a knackered gearbox. Somehow the bonnet of the Felicia WRC became buckled and bent during the event. There have been a number of stories as to how this happened, including the Daddy Bear from the Teddy Bear's Picnic which was happening in Comb jumping out and landing on the bonnet, and another credits the sheer power of the car flipping the bonnet up. But both of these aren't true. We met no bear, and we had no power. There is another explanation. After SS2 we pulled into the remote service area and opened the bonnet to see if we could spot any visible damage (not like we'd know what to look for anyway). In our rush to get away and not go OTL, we MAY have forgotten to put the bonnet pins back in. So out onto the main road we pulled and away we went! Seconds later everything went dark, and we couldn't see a thing. 'Oh look. Our bonnet!' Over we pulled and we went to put the pins back in, but the bonnet was too bent. So in my wisdom, I jumped onto the car bonnet, and used it as a trampoline whilst Dave slipped the doofers into the hoo-hahs! It worked...but left the bonnet in some odd shape!

So there we have it, a slightly shorter, just as wonderful rally report! The next event for myself will be the Manx National Rally sat in with the mighty Boosh Kerruish Jnr.! See you on the stages, and remember search Facebook for 'The Deadly Serious Rally Team'.

Peace, love and prosperity,

**Dan 'Haribo' Hurst**

One half of the DSRT.



photos courtesy of Adam Pagett Photography

# Ryemoor Trophy Rally

I have no doubt that many SD34 Spotlight Bulletin readers will be familiar with the film, The Godfather 3.

There's a scene in the Mafia movie in which Al Pacino, as Don Michael Corleone, reacts with fury after realising there is no escaping from 'the family', despite his wishes to live out the remainder of his life in anonymity, away from the bloodshed and mayhem.

"Just when I thought I'd got out," he snarls, "they pull me back in."

Ahem...It was nothing like that when the phone rang on the Friday night a week prior to the Ryemoor, but I knew how Michael Corleone felt, as after some general and tentative inquiries about drivers needing navs, directed to Ryemoor COC Sam Spencer and deputy COC Ali Proctor, I kind of backed out of thinking about doing the event.

Why? Because I quickly discovered that the only ones in that navigatorless situation were all expert drivers, local to the area, and all more than capable of securing a win. I would simply have been a liability to their ambitions.

Don't get me wrong. I have ambitions too. I can read a map very well and like to think that one day I may well pull off a rally victory. I am still just about young enough and hopefully intelligent enough to improve further as a navigator.

But, while saying all the above, you do need to know your limitations and right now, I am no Paul Taylor, Ali Proctor or Ian Gibbins. They are the masters of plot and bash in my eyes.

Some day in the future I might become as proficient at this sort of rally navigation as them, given time, but somehow I doubt it as they have honed those lateral thinking skills over many years of practice, practice and more practice.

So back to Friday February 27 and the phone rings around 6pm and it is a chap called Paul Rowland from Malton Motor Club. He had been given my number by Sam Spencer and he is desperate for a navigator. Earlier in the week I had been chatting to another local top driver from East Yorkshire, Richard Hemingway. He told me Paul might be seeded in front of him. Gulp!

Reluctantly I gave in and agreed to do the event with Mr Rowland, on the proviso that there would be no hissy fits or sulking in the car if I managed to cock up a handout or send Paul the wrong way. And to the man's credit, he was as good as gold on the night.

Thankfully, the organisers realised they had a Grade A Plot and Bash clampit on their hands in myself, and subsequently seeded us all but last in the expert section. That felt good. With no pressure from the driver's side of the car and no expectation from the organisers, I confidently told Paul I would guarantee him a top 20 finish, as there were only 21 or 22 cars running and surely somebody had to drop out with mechanical failure!

And that proved to be the case. We actually finished 15<sup>th</sup>, beating a handful of crews. I never expected anything more, although Paul is quick and had I not suffered a total brain malfunction on the final handout at 5am, which involved traversing several miles of route going via YYyy and YbY type permutations of roads, denoted by their colour, we might just have finished eighth overall. Ah, rallying is all about ifs, buts and maybes.

Paul was as gracious as one could expect in the circumstances. He had enjoyed (?) a night in the lanes but would not, I suspect, be rushing back to employ little old me in the future until my P and B skills had taken a quantum leap forward.

And that's the real point of this report. Malton MC deserve a much bigger entry for the Ryemoor. The roads are superb over there in the Yorkshire wolds and up towards Teeside. The organisation by the club is also faultless, slick, professional. But despite all these factors, this year's entry was, I am sure they would agree, very disappointing. This is not intended as a criticism, it is purely an observation.

So what to do? And more importantly, where are all the navigators who are prepared to tackle P and B road rallies? Now a few years ago had you asked me for my opinion, I would have taken the easy option and insisted that events should be all pre-plot. I am a targa dinosaur and that's the way I liked it (KC and the Sunshine Band).

However, I know that if I want to have a crack at winning such titles as the ANCC Road Rally Navigator of the Year, I need to become an accomplished plotter and basher. You all get my drift – I need to raise my P and B game several notches as time, as always, is the enemy when on a road rally.

I don't think Malton MC actually helped themselves with some of the handouts. And again, this is just my opinion. Unless you are out on their 12 car events regularly you may come up against some route information handouts, the like of which you have never seen before. That is my only defence as I had blagged the previous year's handouts and practised them in a last-gasp effort to improve. Some of the handouts on the night of the event were new styles of presenting information that I hadn't seen before.

So maybe the answer is for Malton to dumb it down ever so slightly. The organisers said it was a route with information that novices would be able to think their way round but I think some would have struggled. I think the organisers' expectations were slightly too ambitious for novices and newbie semi-crews. The semis that did well were noticeably local, ie Niall Frost and Bevan Blacker.

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# Ryemoor Trophy Rally

*Continued from page 38*

Those results owed something, I am certain, to a combination of local knowledge and being more familiar with plot and bash techniques, as Malton MC run a lot of 12 cars events, as does Beverley MC. Fair play to both clubs. However, none of that made any difference to the low number of crews doing the event in 2015.

**So, suggestions on the back of a postcard time.** My two-pennorth? Make it a little easier in the main with only a couple of hard handouts. If it has a difficulty rating right now of 7 out of 10, make it 6 out of 10 going forward. Having said all of this, as a COC myself, I appreciate that Malton MC need to get a result and split some mega-handy P and B exponents to do so.

But the crux of the matter is that there WON'T be a result to get at all if crews continue to boycott (or is that too strong a word?) the Ryemoor Trophy Rally. With a little over a week to go this time around, the event had a paltry 14 crews registered as starters ... not good. People on this side of the Pennines were doing 'other things' or simply not going. I know, cos I asked a few people why they were not going to do it.

Contrast the feeble entry levels on the Ryemoor with the easier navigational style of the Clitheroe DMC Primrose Rally, which at the time of Spotlight going to press had already attracted 30 entries. Certain Malton MC members might think the Primrose Rally too easy, but you have to cater for the majority, not the discerning few. And you need them to be suitably enthused to want to come back next year too. Sorry if I am sounding like I am teaching Grandma to suck eggs.

I think it is healthy to have a debate about how to attract more crews to quality events like the Ryemoor – let's hope this piece triggers a positive reaction from Malton MC – but it would appear the event is earning a reputation for being overly tough, certainly that would seem the case with rally crews in Lancashire.

You have to remember that many novices and semi-expert crews find P and B daunting and the trouble over here in the Red Rose County is that not enough is being done to make these guys feel more comfortable with P and B, although at Preston Motorsport Club we have plans to gently feed newcomers into the sport and explain the dark arts of P & B.

Actually, typing that is making me laugh as I am still very much an L-plate category plot and basher and I am having to teach our new members while still learning myself. Right, rant over.

So, in summary: Paul Rowland and I finished 15<sup>th</sup> o/a and ninth expert which was better than no finish at all. I picked up some SD34 and ANCC points. I shaped like a clampit all night. I got us lost once or twice and had to follow other cars. That's the brutal, ugly truth. Will I get better at P and B. Yes. When? I dunno!!!

**Alan Barnes**  
**Preston Motorsport Club**

# 'Back of a Postcard'

I have just read Alans comments on P&B (Ryemoor Trophy Report) I thought I might as well throw my own thoughts into the mix seeing as we (Mat Kiziuk and I) are running the Primrose Trophy Rally at the end of April and its going to be a 'Navigational Rally'

1. The Top Navigators on most P&B events are very, very good at getting the 'clues' down and on to the map whilst on the move. It makes not a jot of difference to them whether its easy or more complex, they seem to cope without causing them to drop time.
2. A fair amount of these good P&B navigators are being recruited into the 'Classic Rally' scene and you can understand why. These events generally run at a more sociable time of day and there is a certain 'glamour' to them. Result : Less good Navigators for P&B Road Rallies
3. There is a general shortage of Navigators even for Pre Plot. So getting someone to sit in the silly seat on P&B is even harder and if you cant get a Navigator then you aint going to enter.
4. I go out to enjoy myself. If I dont enjoy myself, frying my brain, on an event I wont go back to do it again and I probably wont do another P&B rally. I also feel very guilty letting down my driver and I dont enjoy that feeling either.
5. Some organisers seem as though they want to prove how clever they are in coming up with more and more complex ways of getting you lost.
6. I have been told endlessly that you have to learn these skills and it takes time. I, for one, dont have that time available to me and most (not all but most) youngsters cant be bothered to put the necessary time in to develop those skills.

If organisers make the navigation difficult (& my definition of difficult is probably different to other peoples) in order to get a result and if you accept my premise that it does not affect the 'top crews' performance then who are you hitting with difficult navigation?

Answer The Novice and the idiots like me.

The truth is that there are more competitors out there wanting to do Road Rallies as costs in Stage Rallying continue to soar but the difficulty in finding even an OKish navigator is getting harder. If Clubs continue to put on difficult Navigational events then they will see a gradual drop in entries. If you put off the Novices & the youngsters you will have no 'new blood' coming into the sport.

It will get to the point where clubs will run the more complex Navigational Rallies for the people who seem to thrive on them but they will probably be just 12 car events.

## & So to the Primrose Trophy Rally.

Why P&B and Navigational I can hear you ask after those comments. Well. We believe that it does not have to be difficult. Our intention is to show everyone how simple you can make it and still get a result. We aim to get nobody lost. Our aim is for everyone to get to every control and get a finish. We dont want to fry anyones brains. We want you to go out enjoy it and come back again next year. We dont have to prove we are smarter than you.

I already know I am not.

**Maurice Ellison**

# Ryemoor Trophy Rally

## Mark Johnson/Steve Butler – Car 9

The plan was for Paul to get the new car ready for this event, and it would have been, and we'd have done it, had a kindly relative of Paul's not bought him tickets to a show as a Christmas present - which just happened to be on the same night as the Ryemoor. With plan "A" blown out of the water, enter Mr Johnson. No, not the one I'm often found next to in a Micra, but an unrelated branch of the Johnson name who I've known for just as long. Mark, or MJ as he's well known, has been making attempts at getting back into rallying after many years off and did his first "proper" event for quite some time last September achieving a creditable 25<sup>th</sup> overall on the Clitheronian with young Matt Worden as his novice navigator. MJ spotted that I was driverless for the Ryemoor and plan "B" was underway. I've known Mark for many years but never had the pleasure of competing with him, so I was looking forward to this, albeit in a completely standard Clio but for the sump guard. I would normally hesitate competing in a road rally without a cage, harnesses and bucket seats, especially given recent events. However, I have great confidence in Mark's piloting skills and knew I was in safe hands.

Having not done a plot and bash event of this type since this same event last year, I have to admit to having a bit of a practice on the drive up, with a previous year's route instructions to shake off a few of the cobwebs. I think it worked since, whilst the navigation was reasonably challenging, I seemed to manage okay with it.

The first section went without much difficulty and we cleaned it, as did most crews. The second section was a different matter. Enter my monumental cock-up for the night. A tricky little herringbone meant that I had my head down for the first few miles and when Mark said "slot left coming up – are we taking it?" I looked at the wrong part of the map and said "no – straight on". Fully expecting to arrive very shortly at the outskirts of a little village called Leavening and instructing mark to slot right at a crossroads any second, the road we were on was definitely looking "not as map". Bollocks! After working out where we actually were and getting back on route, we must have lost six minutes. Hopefully that was my first and last mistake for the night. I usually like to get them out of the way early on.

The next section was not a favourite; I hate plotting grid refs on the move. One minute dropped. Miraculously we cleaned the next section, despite there being mental arithmetic involved in the nav. More grid refs on the next section, but only three to give a NAM and two controls. There was only really one road we could use up the Eastern side of Dalby and Langdale forests. Next stop petrol.

So far we were happy with how things were going. MJ's driving was faultless and the car was running fine, if a little bouncy! The second half would see us mostly on map 94 and since the top quarter was mostly sea and the bottom quarter mostly overlapped with map 100, a bit of re-folding was done to make life a bit easier, for me anyway.

The first three sections were droppers and we seemed to be doing okay, until the third one. Firstly, it was more grid refs to plot on the move, but that wasn't the big problem. About three miles in, I'm still plotting away and we came to a halt. Looking up, we're parked behind a local on a single track road who was going about whatever business they had at three in the morning. At this particular moment, their business involved waiting for another local coming the other way to reverse into their drive. Time seemed to go very slowly, as did said first local for the next three miles with not only us, but also car 5 patiently (maybe) following them. Time was indeed slipping away, and we hadn't got to the mile and half long white yet. This was another challenge for the standard Clio, which saw young Ayrton and not so young Maurice flying past and leaving us in a cloud of dust. The white wasn't rough, by some standards, but was a little too rough and populated with what looked like bomb craters for a standard Clio with nothing to protect it from golf ball sized rocks other than a basic sump guard and some careful driving. A post event inspection revealed that the white had indeed left its mark, but nothing too serious. I'm convinced that the locals and the white cost us at least another six minutes. But then I would say that.

An all roads herringbone that I couldn't get to work, so guessed some of the route, was probably the reason we dropped two more minutes to STC24. It was, however, quite satisfying every time we saw a code board! As it was in the final section, which had trickier nav than I really wanted at this time of the morning.

And to the finish, with all controls visited, all boards got and a very welcome breakfast waiting for us. Gives you an appetite, this rallying lark.

We both thoroughly enjoyed the Ryemoor, which most definitely deserves more entries. And both quite satisfied with a finishing in mid table obscurity at 11<sup>th</sup> overall. This was a first class event. As far as I could tell, faultlessly run with a good mix of roads and challenging, but not overwhelming, navigation. Those of you who decided against entering missed out.

Well done to Sam, Ali and the rest of the Malton team. And a big thank you to all the marshals who were spot on all night. I hope we remembered to thank all of you on the way round.

Thanks also to MJ for expertly guiding us round in the Clio and I for one will be back next year.

**Steve Butler (and MJ) – Car 9**  
**Clitheroe & DMC.**



# Having your cake, and eating it!

The year so far, well after a one off outing with Tim Finch on the **NW Stages**, it was back to the Darrian, with Brandon for the **CDMC Jack Neal rally**, with new sequential box fitted. We got to Bytom early in help set up, and be one of the first to scrutineer. With that all sorted, back down to the digs, quick shower, and off to the pub for tea, and a bit of socializing.

First stage, and were wondering about tyre choice, it's a bit cold, inters or super softs, we go for inters, 3.47 and four seconds off the bogey, but there's a timing issue, and us along with ten other crews, get the bogey time, SS2. change to the super softs, big lock up moment, and wipe out twenty cones, on the back straight, get to the finish line, and there's smoke coming in to the cockpit, into service, and the new (Carbon fiber) back box has started to split. Finish of SS3, and the marshals are running to the back of the car, with extinguishers, we push the car back to service and the back box isn't looking healthy, off with the box this time, burnt fingers here we come, all back together, off we go again, this time the back box virtually blows itself to bits, we call it a day at that, don't want a fire at the back end, with all that fiber glass about.

Brandon sends me a picture on the Sunday, new stainless steel back box fitted! He persuades me to do **Three Sisters** the following weekend, not my favorite venue, by a long way, but it chance to get some miles under our belts. Tenth after the first stage, about five seconds off the lead, were getting quicker as the morning goes on, lunch halt, comes, and were up to sixth, and leading the class, by one second, stage reversal for the afternoon, and the heavens open, we go out on inters, and there not good at all, were all over the place, big spin, stall, wont re start, lose 45 seconds, and were lying nineteenth, the day is well and truly goosed, Brandon wants to pack up and go, but I persuade him to carry on, (seat time) at least it's a finish.

**Tour of Eypnt**, well my other ride for this year, is with Mark Jones, in his newly built M3, were doing four Eypnts, and three events in the **IoM**, as he wants some pace note practice, as he's planning to go to Belgium, next year. Well the recce goes well, except Mark is full of a Man flu. Chris and Phil have taken the car for scrutineering, in Llandoverly, and all goes to plan, back up to the ranges, and sort out our service area for the following day, off to the pub.

Back to the ranges at 07.00 in the morning, and it's persisting it down, no choice, full wets. SS1. Starts at Dixies, down to Llandeilo'r Fan and long way round the triangle (stop to look for a code board, old habits die hard) left on to Burma, and down to Bamford. 3.47, no dramas, car good over the jumps, braking well, and running sweetly, Mark says "drove like a right puff there" i tell him we did the same stage last year, in the dry, and dropped 3.26, that will be top 15, I add.

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## Eating Cake

**Continued from Page 41**

SS2 Picadilly, up to the link road, right at the German village, and along the New road. Still chucking it down, all going well, till going down to Darrian Bridge, we seem to lose all power, throttle pedals snapped, Mark shouts, we pull over, and he fiddles down by his feet, two cars pass, I'm wondering if it's time to light a cigar, Hamlet moment, Mark re starts the BMW, we have half throttle, we finish the stage and back round to service. Marks coughing and looking very ill, and the army decide to start a mini convoy, blocking the road, and Marks nearly chucking up, F-ing and Jeffing at the SAS commando type people. Up to the quarry, and into service, service lads fix the peddle, but Marks to ill, he doesn't want to go out, he is nearly passing out, i say no problem, we can always do the trophy rally, if you're up to it, he wasn't, two hours later we pack up, and on our way home, no damage to the car, little tyre wear, and we were sixth fastest on SS1, live to fight another day.

**Lee Holland, Anglesey** circuit, back with Brandon and the Darrian, he has changed from 13" rims to 16", to improve the gearing, were running car 3, but surprisingly, car 4 is Mark in the M3, previously a winner here, multiple times!

SS1 were off the pace a bit, and lying 7th, Brandon gets the hammer down, and we move up to forth, Mark hits a tyre and damages the steering, he is out, previous winner Wil Owen, decides to do an extra small lap, and drops time, half way, and were leading, four stages left, and there's an issue with some gear selector cable or something, getting to hot, still leading with two stages to go, but Brandon is nursing the car a bit, Owens flying though, can't keep him at bay, SS7 going down the top link road, back to the circuit, I call 100/sm C, turn Sq right, turn Sq right! we start to turn Left, Noooooooo, were on the grass, "calm down, it's done now, keep right for chicane, Ent R" fortunately we didn't go left, as there was a judge of fact there, but lose time, were now forth, and that's where we finished, second in class, Brandon's happy with the car, and buying some Proflex, before we do **D'Isis stages** at Mira and then the **Harlech stages**, then imp off to do the **Manx National**, with Mark, and the M3, that's what i call, having your cake, and eating it, two cracking drivers and a great bunch of lads.

**Millington or Mpower,  
spoil for choice.**

**Terry Martin : Clitheroe & DMC**



# Roskirk Stages

BSSMC Blackpool South Shore Motor Club



The day started off really well for us. We were running on brand new Dmack tyres and we were up to 7th overall by stage 4 and five cars were separated by just a second.

Then on stage 6 it started to rain so we swopped to Pirelli full wets and this is when it backwards for us. A spin at luna (the big loop near service) dropping us some time and then a power slide into a water barrel.

Damaging the drivers rear door and 1/4 panel at this stage we dropped to 10th overall and 3rd in class we were being chased hard by John Darlington in a similar car to us who then over took us dropping us to 15th overall and 4th in class.

Excellent event run by Blackpool South Shore MC  
BIG THANKS to all the marshals radio, timing and recovery teams for standing out in the weather.

ONE more BIG THANKS to DAVE MOORES, DANIEL SWAIN-BANK & ABI CARTER on the spanners.  
ps next outing LEE HOLLAND

**MARK CARTER &  
DALE CARTER  
Wigan MC  
CAR 25  
TEAM MUK JUNKIE  
and  
OPIE OILS.CO.UK**





# Lee Holland Stages Rally

## DADS v LADS

### (and it not Football)

'Dad, what you doing on the 22<sup>nd</sup> March?... Nothing good... Fancy co-driving?'

This is the opening line of a phone call I received from my Son in January.

A rather unexpected present, most Dads get a pair of socks, most Dads would be happy with a bottle of whiskey, but Joe had arranged for me to co-drive for Dominic Delaney on the Lee Holland.

Not having co-driven, other than the odd road rally, for many years, the chance to have another go was not to be sneezed at. Plus, this would be a rather rare occasion where two Dads competed as a team, against their sons in the same teams, Delaney's driving and Crittenden's Co-driving Tom Delaney, 15 and Joe were competing in the Junior F1000 in a Suzuki Alto, and the Dads were out in Dom's newly acquired Impreza. As the entry went in, it was already advantage the to the junior team, as the Alto was tried and tested on 2 previous rounds and adjustments made to get the most out of the little one litre car. Whilst Dom's preparations of the black Subaru consisted of lending the car to Tom Cave as a late entry on the Wyedean rally, which thanks to a split Turbo pipe, it didn't finish.

Ok, the weekend of the Lee Holland arrived, so with me armed with borrowed race suit, three helmets (of varying size and intercoms connections), Joe and I set off to meet up with the Delaney's at the Anglesey Track and my first chance to sit in the car. With scrutineering done, we retreated back to the hotel, and a chance to look at the stage maps. Stage 1&2 I marked very professionally (or so I thought) stages 3 & 4 I looked at and, decided, let's see hoe 3 & 4 go !!!

The rest I then marked up between stages (cocky git)

Sunday Morning, not feeling nervous, which I thought odd, we arrived at the venue. Running at the dizzy seeding heights of 15, we launched on to the first stage ( slight poetic license used here). On the second loop we came up behind car 19, only to find the brakes had faded. It was at this point we thought...maybe leaving it in the forest spec, from the Wyedean, wasn't one of Dom's better ideas

The junior team were having a fairly better run then us and after stage 2 were up to third in the JF1000's and having a far better run than they did on the previous round at three sisters.

As the stages decreased, the problems on the Subaru increased. The brakes faded badly, it failed to stay in second gear and on the last stage the turbo let go. But we finished. As for my co diving skills, I was quite happy, got a little lost on stage 5, when it thought I had missed a split, but we recovered.

As for the junior team, they were going well, and had moved into Second place They did have a moment on stage 7, where they were cut up by another car, as they approached a chicane and had to drive onto the grass to avoid an accident. This almost resulted in exclusion, until a clip of in car footage proved that they had attempted to chicane, and the matter was resolved.

Having managing to finish and checking the results I found we had been given a maximum on stage 7. As I know we didn't do the stage in 24 minutes, I protested the time and got it changed , which gave us the win in class C..... a sort lived honour, because at this point the results crew realised we had been in the wrong class all day and moved us into class D and 6<sup>th</sup> in class.....Bummer!!!

A great day really enjoyed it, A big thank you to Joe for arranging it. And to Dom for letting me sit in the silly seat. Would I do it again.....oh yes

The junior team finished 2<sup>nd</sup> in JF1000 and 18<sup>th</sup> overall and we finished 9<sup>th</sup> overall.....but more importantly....

**THE DADS BEAT THE LADS**





# Memories are made of this . . . .

Photos : Neil Johnson : Lancashire Telegraph



**Ian Winstanley : December 1993 Grizedale**



**Martin Meadows**



**Kevin Furber**



**Mick Hutchinson/Clive Molyneux : Ypres 1991**



**Cyril Bolton / John Meadows**



**Bill Honeywell & Trevor Roberts : 1977**



**Tim Sargeant : Accrington Autotest**



**Tony Worswick 1976 : Longridge**



## Kevin Furber emotional to be back alongside rally legend Ari Vatanen

TWO legends of rallying have been reunited, thanks to one East Lancashire businessman.

Ari Vatanen enjoyed a stellar career in the sport, winning of the World Championship in 1981 and the Paris-Dakar four times. And he was best known for his exploits behind the wheel of the Peugeot 205 T16, one of the icons of rallying's Group B era.

Hapton-based Kevin Furber, who today owns the only UK-built T16 in the country, brought the two together for a high-speed trip down memory lane at Race Retro.

The car was originally built by Peugeot Sport UK for a wealthy private American rally driver John Woodner in 1985. He competed in the 205 T16 in the American rally championship in 1995/6 and ran alongside the factory team entry of Juha Kankkunen.

"It was a dream come true to get Ari and my car together," said Furber, 49, who was a factory Peugeot driver himself in the 1980s.

"I first met him when he presented me with an award in 1989 and he's always been my hero. I watched his progress over the years, and he was awesome in the T16, winning five WRC rounds in a row with it in 1984-5," he said.

Vatanen was the special guest at Race Retro, Europe's biggest historic motorsport show, to mark the 30th anniversary of Peugeot's GTi marque, and Furber was invited to take the T16 for a demonstration run, as part of the Accrington-based Rallying With Group B organisation.

The two met up at Stoneleigh Park, near Warwick, where the Finn signed autographs - and Furber's car - then watched as the T16 was put through its paces, in front of 10,000 spectators, on a specially-designed rally stage by Furber and current Peugeot works driver Chris Ingram.

"Ari was brilliant, he remembered the car and meeting me all those years ago, and we had a long talk about his years in the sport," said Furber.

"It was very emotional meeting Ari again, so many things had to come together to make it all happen, but it felt like my whole rallying career had come full circle."

For Vatanen, the T16 brought back mixed emotions as it not only brought him great success - he won five straight WRC rounds in 1984-5 - but it also nearly cost him his life.

A major accident on the 1985 Rally Argentina left him with broken ribs, ankles, knees and several vertebrae.

Furber, who now runs Creative Talent Management Ltd producing business and training videos, was East Lancashire's leading rally driver in the 1980's.

He was awarded a full factory drive with Peugeot in 1990.

*Lancashire Telegraph*



## Why I Like Retirement ! *Part One*

### SERENITY

Just before the funeral services, the undertaker came up to the very elderly widow and asked, 'How old was your husband?' '98,' she replied.... 'Two years older than me'

'So you're 96,' the undertaker commented.. She responded, 'Hardly worth going home, is it?'

Reporters interviewing a 104-year-old woman: 'And what do you think is the best thing about being 104?' the reporter asked... She simply replied, 'No peer pressure.'

The nice thing about being senile is you can hide your own Easter eggs and then have fun finding them.

I've sure gotten old! I've had two bypass surgeries, a hip replacement, new knees, fought prostate cancer and diabetes. I'm half blind, can't hear anything quieter than a jet engine, take 40 different medications that make me dizzy, winded, and subject to blackouts. Have bouts with dementia. Have poor circulation; hardly feel my hands and feet anymore. Can't remember if I'm 85 or 92.

Have lost all my friends. But, thank God, I still have my driver's license.

*Courtesy of Alan Shaw : Part Two on Page 59*

# Roskirk Stages Rally

**Junior Rally driver Tommi Meadows is feeling confident after round 1 of the Junior 1000 Rally Championship at the 3 Sisters Circuit in Wigan.**

After finishing 6th in his first year of the championship in 2014, Meadows was keen to improve on his results going into this year.

Tommi and co driver Ian Oakey started the Roskirk Stages well, consistently setting top 5 stage times of a 17 car strong junior field to sit in fourth overall coming up to the half way point.

However, the crew caught a slower car in stage 4 and lost time struggling to get past. Trying to make up for the valuable seconds lost, the pairing made a small mistake of getting just one wheel on the grass after a fast chicane which caused them to spin off, hit a wall and lose another 20 seconds trying to restart the car and turn around.

'I was all het up about losing the time earlier on as at Three Sisters, the stages are very short and every second lost is difficult to pull back,' said the 15 year old, 'we were fighting for a podium place but the spin dropped us down to 9th overall. At least now I have learnt to try and stay chilled on stage!'

Meadows and Oakey pushed very hard for the remainder of the rally, setting very impressive pace to climb back up to finish the rally 6th overall of 17 juniors, still a respectable result even without a spin.

Speaking after the rally, Tommi commented 'Although the overall result is not as good as I would have liked, there are some positives to take away from today. After struggling to break into the top 5 last year, we consistently set 3rd and 4th fastest stage times. As well as this, I set myself the target of making sure I kept my pace up to the very end unlike last year where my performance often tailed off. We set 3rd fastest stage time on the final stage.'

'I would like to thank all of my sponsors and supporters who make everything possible,' said the Bowland High Pupil.

Round 2 of the Championship takes place on March 21st at Anglesey Circuit.

**Tommi Meadows : Clitheroe & DMC**



## LEE HOLLAND MEMORIAL STAGES RALLY

Tommi frustrated with result after a costly mistake, but keen to bounce back stronger.

Lee Holland memorial stages 2015

Tommi Meadows was hoping to bounce back from a mistake on his first rally of the Junior 1000 Championship, which cost him and co-driver Ian Oakey a potential podium position, this weekend as the crew headed for Anglesey for round 2.

A promising first stage left the crew once again battling for a place in the top 5 in this competitive championship, however a broken driveshaft on stage 2 of the 8 stage event led to a very disappointing and premature end for the pair.

Although unable to continue in the main rally and score championship points, the 15-year-old managed to get some valuable mileage under his belt on the last few stages thanks to the support from his very helpful service crew.

'It's been a weekend I want to forget if I'm honest,' commented a disheartened Meadows, 'I must thank my dad, Gordon from Proflex and Mick from A-Frame for fixing the car so that I could get some more experience in the last few stages.'

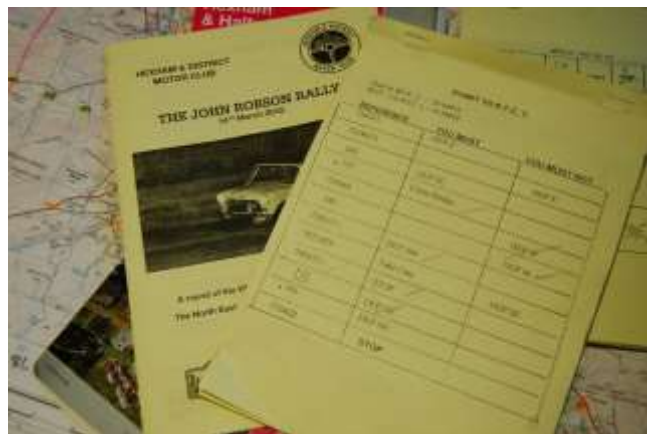
'I would also like to thank Cybox Exhausts & TAROX Brakes for their appreciated support, hopefully I will be able to get a much needed finish on my next rally!'



*Tommi Meadows and Ian Oakey pushed back to service after snapping a shaft when clipping a tyre, mid chicane....*



# The John Robson Historic & Navigational Road Rally



Without a doubt this has to be the quirkiest event on the SD34 Road Rally calendar at the present time and having now competed on it twice, I have to say that it is growing on me.

And that is despite not setting the world alight on it, results wise

... just yet!

I was out to do it with Clitheroe DMC bon viveur and raconteur par excellence Simon Boardman, in his Mitsubishi Colt with its 1600cc MIVEC engine. "We will have to go easy because I am still running the engine in after a rebuild," he explained.

Given that it is a plot and bash event, that did not concern me. As I reconcile myself with the fact that I seem to be doing more of these events, I am realising that A: You must remain on the move, however slowly that may be, as you plot; and B: Minimising your mistakes is more important than trying to maintain the 30mph average. Well, that's the theory anyway!

With this pragmatic rationale in mind, off we set at 14:30 hours on the afternoon of Saturday March 14 on our adventure into northern Cumbria and Northumberland.

On the Friday the north of England had experienced some heavy snowfall and a quick phone call to a garage in Alston, our starting point on the rally, confirmed our suspicions.

"It is melting quickly," said the helpful chap up in Alston, England's highest market town at 1,000 feet. "But ring me tomorrow at 9am and I will let you know the updated situation then."

I did and he explained that snow might still be in situ on some of the fell roads, and with the route criss-crossing the North Pennines, Simon made the decision to run on snow tyres on the front of the car. Better to be sensible than foolhardy.

By 16:30 hours we were outside Henderson's Garage in Alston, and by 16:40 we had been through noise and scrutineering and collected our time cards, supper tickets and rally plates.

Hexham MC COC Ed Graham was on hand to oversee proceedings and he must have been very pleased, and deservedly so, with the 47-car turn-out.

Worryingly and sadly, road rallying's future is in peril in the North East, in terms of numbers attending events, so Ed's determined strategy to rescue the John Robson event by moving its start date to March from October/November, was definitely an astute judgment call. Well done sir.

Having it as part of the Historic Rally Car Register Premier Rally Championship was another good shout and any car lovers would have had a field day with the array of marques on show. There were exotic models such as a Mark 1 Ford Cortina, Hillman Avengers, a Triumph TR4, a Porsche 911 and a superb example of a Volvo Amazon, which had Simon positively drooling, as this is the type of car his late father rallied with notable success in Europe in the 1950s and 1960s on the Tulip and other classic events.

At 19:00 we left the main parking area to head out to the start control on the A689 to be given our first handout, which gave all route information for the first half. We knew there was an intermediate regularity time control somewhere between the start and TC2, timed at an average speed of 29mph, thereafter timed at 30mph to TC2.

We clearly were not going fast enough as we dropped one minute 20 up to IRTC1, having to plot our way there using references, map symbols, spot heights and craftily, ignoring directions of departure that you 'must not' take. This latter presentation style was a new one on me in this embryonic stage of my plot and bash career. In a nutshell you had to read the instructions carefully to avoid the trap, as some did, of going by those directions instead of ignoring them.

TC2 to TC3 saw crews use a superb yellow up past Barhaugh Hall Hotel and continuing due north via the village of Lambley and up to Haltwhistle. From there crews tackled a stunning loop north crossing the line of Hadrian's Wall to Benks Hills and back south across the wall again to the B6318 before slotting down a yellow to Melkridge back to the A69.

From there you had to tackle a short section after a quiet along a yellow close to the River South Tyne, picking up a codeboard (19) that we initially missed, before a final NAM, then into petrol at Bardon Mill on the A69.

Here we were just 10 or so miles from Newcastle and due to our lateness into the petrol halt it was a case of a splash and a dash to the regroup control out, straight back into rally action.

The second-half handout contained many eight-figure grid references to plot so, foolishly now, after negotiating the initial couple of sections I asked Simon to pull up and I plotted the final three sectors to the finish at the roadside. This obviously cost us some valuable time but it is very difficult to plot on the move when you are also on very slotty lanes and you are trying to keep the driver honest. The old pre-plot navigator in me refuses to die but die he must on these events if I am ever to make a serious dent on the top 10.

*Continued on Page 48*

## **The John Robson Historic & Navigational Road Rally**

### **Continued from Page 47**

With the benefit of that wonderful thing called hindsight I would have saved us time by plotting on the move – and that is something I really must get on top of, going forward.

The final stages of the event saw the ice take a grip on the roads and Simon sensibly backed off as it was very tricky in many places. When on occasion I politely asked him to press on a tad, all I got back was the odd “F@\*\* Off”.

Tsssk! Such coarse language from a boy educated at public school. Anyone would think he was afflicted by Tourette's Syndrome at times!

And so to the finish at the Miner's Arms at Nenthead, to be greeted by a load of folkies giving it rock all on acoustic guitars by the warmth of the coal fire, and the lure of the beer pumps! Great if you like folk music, not great if you cannot abide it!

With the exception of two brief excursions from the route, we had stayed on the right track all night. I thought I had taken extreme care in noting down the correct codeboard permutations. Certainly we were free of time penalties for codeboards on the first half, but alas, in the second half we were credited with two incorrect codeboards, costing us 15 minutes time penalties per board.

We finished up 15<sup>th</sup> in the road rally section out of 20 cars. Interestingly, several top crews, and notably the likes of top plot and bash navigators such as Paul Taylor and Andy Pullan, each accrued four incorrect codeboards in the first half, which killed their hopes of winning the event. And from a statistical point of view, only two crews managed to get all the codeboards down correctly out of the 47 or so entrants.

I can understand how this might happen. If the navigator relies on the driver to shout out the codes, it is easy to mishear or confuse an S and an F, a T and a D, an M and an N, etc. Or, it might just be that each member of the crew is slightly deaf, or suffering from dyslexia/dementia etc!!!

I will not criticise the codeboard system used. It is hard enough being a Clerk of the Course without having people take a cheap shot about some aspect of the information presentation, etc, that they do not like. Not that it is not sometimes warranted, mind.

The onus, surely, is on the crews to get it right. Period. And the crews who were most careful or diligent did the best and got their due rewards. There was a terrific result for navigator Rob Lloyd on his first-ever navigational road rally, he and Martin 'Pro Flock' Lloyd finishing second on the John Robson Road Rally section, and Steve and Ian Mitchell in their Renault Clio also scoring a great result, in fourth place, with one incorrect board.

The John Robson Road Rally was won by Andy Whitaker and Charlie Tynan in a Proton from car 33 while Peter Tyson and Neil Harrison won the Historic section of the event in their Mini Cooper, dropping an amazing 17 seconds all night. What a formidable double act they are.

So, a big thank you is due to Ed Graham and his team of helpers and marshals for an excellent event. It was f-f-f-f-fucking freezing, as Mrs Brown might say, up on those moors, and without the unstinting generosity of you guys and gals, we would have no fun. Thank you.

What puzzles me is how underused the roads in the far north of England are. Those roads in northern Cumbria and the North Pennines are unspoilt, the areas are sparsely populated, with traffic thin on the ground at night time.

Please can some other clubs get on board and organise some road rallies up there before it is too late? Come on Spadeadam MC. Come on Eden Valley Motor Club. Please put on some events that attracts crews. Make them easier and not a tribute to the fiendishly clever minds of the organiser(s).

It is a crying shame that these roads are totally underused. Keep road rallying alive – organise some events!

But back to the John Robson Rally. Suitably chastened and humbled once again after another night in the lanes up in the North East, plotting and bashing away like a numpty, it was home by 2am and another few valuable lessons learned in the quest to become relatively competent at plot and bash.

It's a long, laborious road, but I will get there...and I look forward to next year's John Robson when I will be back, pencil sharpened, bionic eyes fitted, spare brain charged up and working, extra pairs of arms fitted and working, and ready for another go!

**Alan Barnes : Preston Motorsport Club**

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Robert , 85, married Jenny, a lovely 25 year old . . . .

Since her new husband is so old, Jenny decides that after their wedding she and Robert should have separate bedrooms, because she is concerned that her new but aged husband may over-exert himself if they spend the entire night together.

After the wedding festivities Jenny prepares herself for bed and the expected knock on the door.

Sure enough the knock comes, the door opens and there is Robert, her 85 year old groom, ready for action. They unite as one. All goes well, Robert takes leave of his bride, and she prepares to go to sleep.

After a few minutes, Jenny hears another knock on her bedroom door, and it's Robert, Again he is ready for more 'action'. Somewhat surprised, Jenny consents for more coupling. When the newlyweds are done, Robert kisses his bride, bids her a fond good night and leaves. She is set to go to sleep again, but, aha, you guessed it Robert is back again, rapping on the door and is as fresh as a 25 - year - old, ready for more 'action'. And, once more they enjoy each other.

But as Robert gets set to leave again, his young bride says to him, 'I am thoroughly impressed that at your age you can perform so well and so often. I have been with guys less than a third of your age who were only good once. You are truly a great lover, Robert.'

Robert, somewhat embarrassed, turns to Jenny and says: 'You mean I was here already?'



# John Robson 2015

Joe Cruttenden and me decided to tackle the SD34 road rally championship this year. After missing the first two events (the Bryniau Clwyd and Ryemoor) due to the car not being ready, we made the John Robson our first event of 2015.

In all fairness, having never done the event, we weren't sure what to expect. Neither of us had ever rallied up that way, and it was a bit of unknown. However, we had heard good things, so we decided to give it a shot. We had tried to do the event last year, but it failed to run due to a lack of entries. This time around, it seemed to attract a much larger field, which was good to see.

Signing-on and scrutineering was in Alston, a small town high in the hills of the North Pennines. A friendly and relaxed atmosphere meant that we were ready with plenty of time to spare. Having mainly done pre-plot events last year, it was refreshing to not have to sit around for hours plotting the route.

Seeding was done in an inexplicable fashion (presumably on receipt of entry, but I'm not even sure of that), which led to interesting mix of crews. For us, this meant Tony Harrison and Paul Taylor in front, and Steve and Ian Mitchell behind. Even further back was Martin and Rob Lloyd, the previous winners of the Clitheronian. No pressure then.

We got to the start control, not quite sure what was ahead of us. We knew that this first section was going to be important as it was regularity and likely to be used a tiebreaker. However, without a fully functioning tripmeter (or speedo, ahem) we decided that we would take it easy and see how we got on. My strategy was to keep the car in front just about on the horizon, and keep the car behind just out of sight. That way, we could be sure we weren't a million miles off. However, it didn't quite go according to plan, and we dropped 1:08. I guess that's not bad considering though!

After the regularity, it was on to the first of many standard sections. A great mix of roads followed, ranging from fast flowing moorland roads, to tight, twisty country roads. Such a mix really kept us both interested. Add to this a smattering of ice, and you had the perfect recipe for a great road rally.

We were happy to see that our fears may have been misplaced, and we hadn't been overtaken by the rest of the Expert field yet. Martin had caught and passed us, and was clearly on the pace. However, we would often arrive at a control after them, and then have to slot back in front because we had both cleaned the section! It was very hard to judge which sections were cleanable at an easy pace, and those that required a bit more 'go': this definitely kept us guessing all the way through.

After an exciting first half, we arrived at the petrol halt having dropped no time on the standard sections. However, we realised we'd missed a board early on. Given the method used to record code boards was one of multiple choice, we really should have hedged our bets and guessed. Alas, we only figured this out after handing our timecard in. We were a bit gutted by this, as missing a codeboard is usually a good indication that things aren't going right, and a good result is out of the window. This is especially the case if the rally is running the 'Fail' system, and one wrong move can drop you way down the results. We checked with other crews, and the board was definitely there. Yet, because we had cleaned everything else (except the regularity), and unsure what the penalty for a missed board was, we decided to give it our all in the second half. It was valuable seat time if nothing else.

The second half was more of the same, this time with a couple of fords thrown in to the mix. Thankfully, the Proton handled them well, and despite a couple of moments on some deceptive moorland roads, we managed to completely clean the second half. We were happy we were on the pace, and importantly, could sustain it. In the end, only a few crews managed to keep clean in the second half. Joe was doing a great job on the maps, the car was spot on (a bit of a relief after the work done over the winter!), and I had managed to keep the damn thing on the road.

We arrived at the finish and proceeded to swap stories with a few crews. It sounded like everyone else had enjoyed a good night's motorsport, and we were left with the impression that everyone had done better than us. Given that the John Robson starts rather early in comparison to your typical road rally, the finish is at a more sociable time in the evening. With it being Mothering Sunday the following day, and figuring that we hadn't done so well with the missed code board, we decided to call it a draw and get home early.

Boy should we have waited: in the end, we were surprised to find that we finished 3<sup>rd</sup> overall, and 3<sup>rd</sup> in the Experts; our best ever result. It transpired that the missing codeboard was a 15 minute penalty. Apart from that, the only other time we dropped was on the regularity. At the finish, we figured that someone else would have gotten *all* of the boards, without missing any. In reality, it seems as though almost everyone missed at least one board. Fair play to Andy Whitaker and Charlie Tynan, as despite dropping time on the standard sections, they were the only crew to correctly pick up every clue. A testament to the 'go back and find it' attitude to codeboards, they clinched a well-deserved win.

Finally, massive thanks must go out to all of the organisers and marshals who made this event possible. Given the trouble last year, it was great to see a healthy entry this time around. I hope it attracts an even greater entry next year; it certainly deserves it.

**Matt Broadbent : Knowldale CC**

# Jaguar XJS 6.0 V12 Restoration:

**Mike Freeman**

**Classic Car: Jaguar XJS 6.0 V12**

**Age of classic: 22 years (built in 1993)**

## ***How did you come to acquire the car:***

At 25 I owned a 4.0 litre model for 3 years but when I moved to Manchester in '08, I ended up selling it, something I don't think I'll ever get over! I'd always wanted the 6 litre V12 model so kept a lookout and luckily last year I saw mine on Autotrader. I got it for a pretty good deal as well so can't complain!

## ***Do you know its history:***

It was bought in 1994 from Dunham Jaguar and fitted with its first private plate. It must have spent some time in France, as when I removed the ski slope last week I found a number of old coins from the good old days before the single currency. It was sold again in 2004 in Wetherby and fitted with a second private plate. It then enjoyed a few years living in Castleford, before being sold as a part exchange deal in Sutton Coldfield. Initially it caught my eye due to the price and after a very wet motorbike ride to test drive (in the dark...) I committed and now it's all mine!

## ***How long have you spent restoring it:***

It definitely needed some TLC, which was reflected in the price, but it has certainly cost me since. The first major job was upon discovery of the usual holes and rust along the base of the frame when the windscreen was replaced. Then the passenger side door mechanism needed freeing to allow the central locking to wake up. I've also re-sprayed the roof, replaced rear seatbelts, refurbished the wheels and had the rusting ariel removed. Additionally, over the past 3 months every inch has been thoroughly detailed and polished back to how it should be.

## ***How much has it cost you:***

I read (and agree) that to keep a V12 XJS in top condition costs between £2,000-3,000 a year. At the moment, I can safely say I spend an average of £500 per month on the car but hopefully this will subside as jobs are completed! Not all the costs are actually required though, as at the moment I'm part way through motorising my glove box.

## ***Your worst moment:***

When I was removing the rusted metal from the windscreen frame and the drill slipped and put a humungous scrape in the scuttle panel. I wasn't amused as you can imagine, those mobile scratch repair guys are truly amazing though.

## ***Future plans:***

After finishing the glove box, I'll replace a couple of oil seals. Then I'm going to focus on the suspension, upgrading to polyurethane bushes to tighten up the notoriously sloppy steering.

## ***Best place you've visited in it:***

I haven't been anywhere worth shouting about (just yet!) but like my last XJS, even popping to the supermarket feels special.

## ***Best thing about having it:***

It's a very likeable car, everyone loves it! It's desirable and classy without showing off, whilst being also very comfy and quiet. There's such usable power at your disposal and if you don't care about mpg it's just perfection.





# Knowldale Car Club

## Mini Miglia

March the 14<sup>th</sup> saw Knowldale Car Club hold the 3<sup>rd</sup> running of the Mini Miglia Touring Assembly. an evocation of one of the North's premier road rallies. Taking it's name from the Italian Mille Miglia road race, the Mini Miglia first ran as a Road Rally in 1957. On the 1959 Mini Miglia, Stuart Turner navigated for Pat Moss and gave the Austin/Morris Mini it's very first competition victory. In 1971, Roger Clarke and Jim Porter gave the Escort Mexico it's first competition victory on the Mini Miglia. Jim is driving today in Car 1, a Morgan. The Mini Miglia was a round of several major championships including the BTRDA and Motor- ing News series. During the 1990s the event ran as a Historic Road Rally.

Today's event is two-in-one, a Multi-venue Autotest and a Touring Assembly. The tests take place at NWA Auction Centre and at Elm Tree Farm, both near Kirkby Lonsdale 41 cars assembled at the start of the event at Cars ranging Maserati Quattroporte to a 'frog eye' Sprite. The first optional Production Car Autotest ( run under PCA rules). Staged around two levels of the NWA car park, a testing start for the crews on the loose service. The first test was won by Ray and Ben Jude in the TR& V8. Crews then travailed the short distance to Elm Tree Farm, to run around a very short, yet tricky test in the farm yard, made even more slippery by the extras that come with running through dairy farm. Dave Pedley and young George Warrington, setting the fastest time in their Mazda MX5.

Using either Tulips or Road Navigation instructions, the competitors headed off via Old Hutton and to the east of Killington reservoir, before heading west and through Laverick Bridge, Patton Bridge and Grayrigg. Fox's Pulpit led to Sedbergh , before heading for a run east along Dentdale ,where several cars were delayed by the road closure for the annual Dentdale Run!!, then over Barbondale before returning to NWA for Test 3. A entertaining win by Mike Dent and Kev Haworth in the Imp, on test 3. Time for the crews to enjoy lunch before setting out on the afternoons run.

For those still wanting to do the tests, another run around the car park of NWA and the Farm awaited them. With Dave Pedley and George Warrington setting quickest times on both tests.

The afternoon Route consisted of a short run down the A road through Burton-in-Kendal led via Capernwray and Gressingham to the Nether Kellet quarries and then on to Caton. After passing through Quernmore, a loop towards Abbeystead convinced many crews that 'The Trough' was next, but the route turned west and navigated Oakenclough and Chipping before skirting the north of Clitheroe and Pendle Hill to finish at Banny's Fish Restaurant in Colne.

### **The top 3 on the PCA test**

Dave Pedley/George Warrington MX5  
Michael Pedley / Ciara Pedley Escort  
David Alexander/ Mark Humphries Viva

**Tim Cruttenden**  
**Knowldale C.C.**



**Photos Courtesy of Tony North**



# Its an Old Age Thing

Wouldn't it be great if we could put ourselves in the dryer for ten minutes, come out wrinkle-free and three sizes smaller?

Last year I joined a support group for procrastinators. We haven't met yet...

I don't trip over things, I do random gravity checks!

I don't need anger management. I need people to stop pissing me off!

Old age has coming at a really bad time for me!

When I was a child I thought Nap Time was a punishment... now, as a grown up, it just feels like a small vacation!

The biggest lie I tell myself is... "I don't need to write that down, I'll remember it."

Lord grant me the strength to accept the things I cannot change, the courage to change the things I can & the friends to post my bail when I finally snap!

I don't have grey hair. I have "wisdom highlights". I'm just very wise.

My people skills are just fine. It's my tolerance to idiots that needs work.

Teach your daughter how to shoot, because a restraining order is just a piece of paper.

If God wanted me to touch my toes, he would've put them on my knees.

The kids text me "plz" which is shorter than please. I text back "no" which is shorter than "yes".

I'm going to retire and live off of my savings. Not sure what I'll do that second week.

When did it change from "We the people" to "screw the people"?

I've lost my mind and I'm pretty sure my wife took it!

Even duct tape can't fix stupid... but it can muffle the sound!

Why do I have to press one for English when you're just gonna transfer me to someone I can't understand anyway?

Of course I talk to myself, sometimes I need expert advice.

At my age "Getting lucky" means walking into a room and remembering what I came in there for.

A Golfer walks into the pro shop at the local course and asks the golf pro if they sell ball markers. The golf pro says they do, and they are \$1.00. The old guy gives the golf pro a dollar. The golf pro opens the register, puts the dollar in and hands him a dime.

# North Yorkshire Classic

## 29th March



Well without doubt not my best days rallying!! A massive yump through a gully bent the sumpguard badly and put the fan blades into the cowl. This followed by a five minute road penalty destroyed our rally. Battled on to take 23rd, not what we needed or hoped for. Still early in the season, better luck next time!!

**Steve Entwistle**

**Kirkby Lonsdale MC**

## Rally of 1000s of Mini Lakes

### 12 Car Rally

### 30th March

Dan Willans third 12 Car Rally in the series started as usual at the Heaves Hotel at Levens.

I was once again sat in with Ayrton Harrison and following last months victory we were seeded at car 1 (or was it that because we were the first ones to sign on).

Route instructions were handed out and it soon became obvious that Dan had decided that it was time to make the Navigation a whole lot harder than previous events and to make matters worse we were using the eastern half of map 97 where nothing (or very little) is the same on the road as it is on the map.

TC1 to TC2 took us from Lindale up Tow Top then Cartmell Fell tp Bowland Bridge and ended at Fell Foot. The rain was horrendous and very dip in the road was a mini lake and the road up Cartmell Fell was like driving along Noyna Ford and then to add to the challenge we had fog to contend with : 4 mins dropped at TC2. TC 3 to TC 4 took us from Newby Bridge to Graythwaite along Devils Gallop then down High Dale Park through Oxley Park and finished at Hill Top another couple of minutes dropped. TC5 to TC6 was a run round Broughton Beck, Osmotherley Moor to finish at Newland Bottom, another minute dropped. TC7 to TC8 was our down fall. This took us down to Cartmell then up to Field Broughton, High Newton and finished at Canny Hill. We had coped reasonably well with the endless mini lakes until we hit a particularly deep one just before High Newton. The car decided to die. After several attempts (and what seemed like hours) we got it running on one then two cylinders after removing the air filter but had to limp into TC 8. 10 mins dropped. Finished 2nd : 2mins behind the winners. Bugger

**Maurice Ellison**



# Dirty fun in the forests on St Valentines day !

February 14th will be remembered by many for years to come as a fantastic way to have some dirty fun in the Lake District forests and all perfectly legal too, the occasion being the Fellsde Auto club's annual classic reliability trial for cars and motorcycles including a number of sidecar outfits giving added spectacle and interest to the event.

This one of the country's best respected trials, it has been voted as the best trial in the British championship several times by competitors which is a very high accolade indeed but so well deserved especially considering all the work put in by the very small team of dedicated organisers of this small club who do untold work and they justly deserve the awards.

This work involves getting all the required police, MSA and ACU permits, liaising with Forestry Commission, organising start and finish venue, visiting houses on the route and speaking to the householders and farmers affected in any way. Visiting parish councils where needed and similar tasks are things that most people are totally unaware of.

Starting and finishing at Wigton Auction Mart where facilities, meals and staff are absolutely superb the trial takes competitors who come from all over the country by a scenic route on the byways of the county at a deliberately low average speed with penalties if exceeded to sections which are set out in the local forests. Here the real competitive element kicks in with a vengeance, many of these tracks are either muddy, rough,, steep or slippery and sometimes combine all these qualities on the same section.

Drivers and riders aim to get as far as possible up each section by "bouncing" if need be to the top marker, these are numbered from twelve up to zero and if the top is reached no penalties are incurred or a "clean" as it is known is achieved, zero would be a perfect score if achieved on every section. If this was the case and two or more competitors tied the result would be decided by adding the times of the two special speed tests that were also set out in the forests. Many cars are specially built for this type of event although standard road cars can be entered but without suitable modifications a normal car wouldn't be capable of getting very far at all as high ground clearance and fairly narrow tyres are required so as to cut through the mud, no town and country type tyres are allowed. In fact a low slung modern car probably wouldn't get off the start line on many sections, if it did without high ground clearance and underbody protection it would very rapidly destroy itself and the various plastic bumpers and spoilers would soon disintegrate and one would be left with a very sorry looking vehicle.

Very old cars such as Austin 7s and slightly more sporting types such as Frazer Nash, Alvis and very old MGs of the 1930s are very suitable, the trials indeed were originally designed as a severe test of a vehicles reliability in the 1920s and 30s when roads were rough and it's a great testimony to the manufacturers design and the workmanship that they completed the trials in those days and with correct looking after are still doing it today.

The sections are manned by marshals from many motor clubs all working towards a common cause, mainly local ones notably Fellside AC, Wigton MC, WCMC and Spadeadam MC but Durham, Ilkley, VSCC and Midland AC from Worcestershire and others from further afield are well represented.



**Photos Courtesy of Dave Cook**  
**To see more Classic Trials Photos**  
**go to**

<http://hoits.smugmug.com/Motor-Sport-Photos>



**Carl Talbot / Keith Thomas:**  
**Class 8 Morris Trialmaster**



**Keith Thomas and Edwin Cook - Buckler MK5**

**Continued on Page 54**



## ***Dirty fun in the forests on St Valentines day ! Continued from Page 53***

Lions can be seen at the forestry gates, not real ones of course but local Lions groups well known for giving their time to good causes are in charge of the forest gates as only officials and competitors cars are allowed into the forests.

After a few years use by vehicles on trials many of these sections become suitable for mountain bikes and walkers as club members carry out work trimming branches, digging trenches and other work under strict forestry commission supervision in the off season. This work of course means a benefit to all sections of the community and even keeps the motor club members a bit fitter. A few joints are aching for a while after the working parties but only because some muscles haven't been used for a while and in some cases a long while!

The tourist industry and local economy benefits greatly from the event as B&B's, hotels and other attractions get additional visitors and being a quiet time of year it is very welcome business indeed. Many people choose to spend extra days in the area enjoying the scenery and on Saturday the weather was fantastic, the scenery absolutely stunning with snow still in the forests in some places

Having decided not to do the Northern Trial this year as I felt it far too rough now the Buckler has had its suspension lowered I was going to marshal or assist in some way. However my plan had to be abandoned when a phone call the week before from fellow Buckler owner Carl Talbot who lives in Stroud Gloucestershire enquired if I would bounce for him in his Morris Trialsmaster, an ex sporting trials car now road legal, much modified and last year's winner of the Northern Trial, I couldn't refuse could I.

He arrived at 10.45 pm Friday evening so a quick chat and a cup of tea, a glimpse at the car and off we went to bed, not together of course but me with my wife as usual. Up at 6.30am and away to Wigton auction mart, a massive new complex where breakfast was being served by unbelievably friendly staff, this venue is superb with acres of parking and ideal for motorsport events.

Everyone was in a very cheery and friendly mood, drivers, officials, scrutineer, and Dave Cook the superb photographer who's pictures have been in countless magazines for as many years as I can remember was happily snapping away even at this early hour.

Our car was very utilitarian, high off ground, open bodywork with a roll over hoop, very short wheelbase, two spare wheels, Renault 1648cc engine from a Renault 16, Ford Anglia gearbox and Austin A60 pick up rear axle, now that is a real mongrel of a car if ever there was one. I've only ever seen one A 60 pick up in my life so even the axle was a rarity.

Paperwork done, scrutineering passed and we were soon off to first section, a rough farm lane that caused no problems at all. During the road run he was telling me that driving back from the Lands End trial the gearbox bearing seized, the car spun across the dual carriageway then overturned, his passenger who was his dad was thrown out and Carl was trapped underneath but his life saved by the rollover hoop. His Dad suffered a broken neck and now has a titanium spigot on the top vertebrae of his neck as his natural one had broken off when thrown out.



*Bill Bennett / Liz Bennet: Class 2 MG J2*



*David Miller - Ford Escort*



*Roger Goldthorpe and Alan Barry - Liege R*



*David and Will Hunt: Suzuki X90*



## ***Dirty fun in the forests on St Valentines day ! Continued from Page 54***

At this point I slid down as far as I could into the footwell. Unfortunately the footwell is only wide enough to get one leg in, the other leg has to rest on top of first, not ideal for passenger, some of the trials he takes part in are 300 miles long.

First test in Setmurthy was a special test, two of these were to be used if needed as a tie decider, we were one of the last competitors to tackle this and fastest by 0.3 of a second up to then so a great start to the event.

Carl said "be prepared to hang on tight on the sections as I will be fully committed" so I was and with teeth clenched hard most of the time I am probably ready for another trip to my dentist and a further £261 lighter again as I tend to bite hard and break my teeth and have regular trips where my dentist does a great job rebuilding my teeth often two at a time.

First few sections the car managed to climb unbelievably well virtually trickling through sections with occasional blast to get up a steep bit or when having to do a restart on a very steep part as running in class 8 these are the specialist cars and generally win outright so have the most difficult tests to tackle and have minimum tyre pressures specified to handicap the amount of grip they get as soft tyres mean more grip.

Bearing in mind this guy won this event last year and recently won another championship trial he knew exactly what he was doing and I was very aware I must concentrate, guide him on the correct route, not miss any code boards or deviations in the sections if applicable and call the restarts correctly. Bearing in mind he was travelling a five hour journey each way from his home I was seriously thinking about the pressure I was under I can tell you.

Car was going well and Carl was driving superbly with big torquey engine working really nicely, weather was superb and whilst queuing for the start of each section we discussed with other class 8 competitors who all appear to be big mates everybody's scores on the previous section. All seemed to have won this event previously at some time so it was very close competition from cars varying from a beach Buggy type special with a Subaru turbo motor giving 140 BHP, various other makes such as Cannon, WASP, one with a Toyota MR2 motor giving 200BHP, our car had about 97 BHP was in standard tune but still felt adequate on all the hills we had climbed.

Lots of local club members were out marshalling, Jack and Daddy Palmer, Neil and Eileen Horsfall, Dave Agnew & Ron Palmer even Edwin Cook all deep in Whinlater forest. Edwin told me he was on his mountain bike but of course I didn't believe him, he never passed his cycling proficiency test as far as I knew.

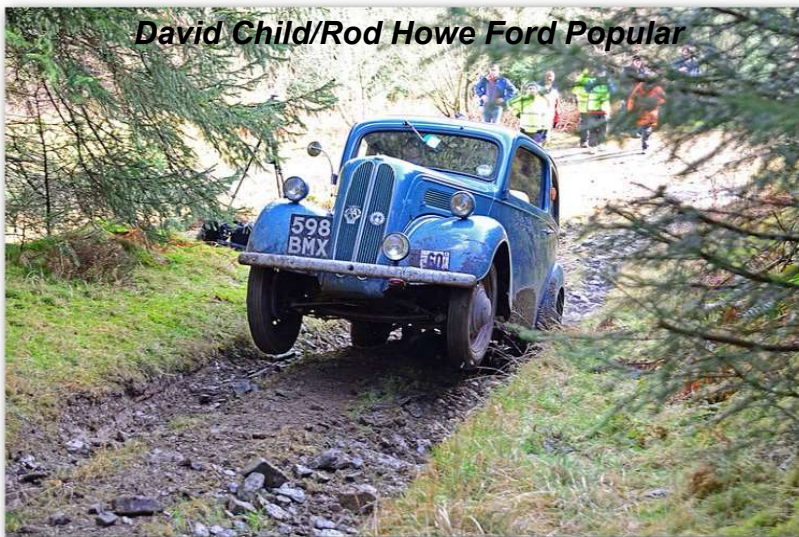
Ullister Hill is a long section with deep ruts, quite steep, very slippery and involves a 90 degree left turn with difficult steep, muddy adverse camber at the very end. No one had managed to clean this when we were ready to attempt it but Carl said he did last year so would be having a serious try so to be sure to hang on. We were going very nicely, reasonably sedately when where it became really steep and difficult we took off like a rocket, I could tell he meant business when the marshals and spectators ran away.

The car was leaping up and down high in the air then Carl finally threw the car up the 90 degree turn with the steep adverse camber, very slippery and muddy with myself grimly hanging out as far as I could on my side to prevent car from rolling over onto the driver's side. We demolished the number one marker post but that doesn't matter in these trials providing you don't have all four wheels out of the section which we hadn't. He got a big cheer and applause and the marshal said "I think that must be a two" to which as luck would have it, the closing car official who was also watching said "when you demolish marker number one and it's about halfway towards the rear of your car it's definitely a clean as the car is not four wheels out". Big satisfaction when you try this hard and it pays off. Other sections went very well in Whinlater and we were very pleased with progress.

On to next sections in Hobcarton where Willie Jarman was in charge, looking after Kendall Bruce, Brian Jones, Bob Marshal, Brian Bird, Ron Fisher even Edwin Cook again and his other playmates, they were all having a great time and the weather was fabulous too. Here I discovered Edwin really was on his bike and not pulling my leg. His pick up was at the forest gate I must add not back at home in Lamplugh but well done Edwin as its a few years since I was at his 70th birthday party.



*David Golightly/Carla Smith Ford Model A*



*David Child/Rod Howe Ford Popular*

***Continued on Page 56***



## **Dirty fun in the forests on St Valentines day !** **Continued from Page 55**

Willie and his merry men were running two sections with a common start line called Tweedledum and Tweedledee, not sure which was named after whom. These sections were made usable because of the stalwart efforts of these aforesaid gentlemen, they had dug with shovels and carried stone with Willies quad bike and trailer and sorted out a virtually impassable ditch and at the end of the trial these two sections were voted the two most enjoyable yet toughest sections especially by the specialist trials cars such as I was in.

All sections in Hobcarton were difficult, absolutely full commitment was needed to clean the sections, plenty of pace and with the engine on rev limiter most of the time we clawed our way up the section,

with synchronised bouncing working well we still retained our clean sheet. On one section the final marker was up a vertical bank and at ninety degree to the section and impossible to drive up. At this Carl threw the car sideways, floored the throttle hit the vertical bank with the front of the car which launched the front of car up in the air its rear wheels scrabbled for grip, front wheels past the top marker and miraculously another clean in the bag, unbelievable really. I fully expected a burst radiator but it survived.

Finally on to section fifteen the infamous Sandale, the very last section of the event and a sticky deep muddy section on Caldbeck fells. The start marshal young master Mills checked our tyre pressures as each class is given a minimum pressure that you can use on each section, lower pressures mean more grip but it also means more chance of a puncture, basically it's to handicap the cars.

Getting up the section, not hitting a restart board for which you get a six point penalty and a compulsory restart on the most difficult part of the section stood between us and a clean sheet. The start marshal said no class eight cars had been able to get away from the restart so this was serious news as other classes eligible for an outright win possibly had no restart on this section that's how the handicap system works. We climbed the first part of the section to the very small restart box where you have to stop with either front or rear wheels in the box, not let it roll or slide back in the mud which can be very difficult, then from a standing start when the marshal drops his flag continue to the finish of that section, easier said than done. Another flat out blast and an upchange to get more rear wheel speed, plenty of bouncing and we clawed our way gradually upwards and popped out of the top, we had made it to another clean, great driving on Carl's part. The only thing that could beat us now was another clean sheet and someone with a faster time on the two special tests when added together.

At the finish we had a great meal at the Wigton mart, checked scores with our rivals and it turned out we had the only clean sheet a superb result for Carl this being two years in a row. Our nearest rival Charles Knighton in the Subaru engined special was on seven points and the most immaculate car in the whole trial Bill Bennet's lovely 1930s MG only one point behind on eight. Just how this guy drives is fantastic, he climbs to the top of hills seemingly without fuss, car remains in pristine condition and a nicer guy you couldn't wish to meet.

Carl must have been satisfied with my efforts as immediately after the event he asked me to passenger for him next year but by then he hopes to have his Buckler MK5 completed with some demon modifications he is planning for it so that should be very interesting and something to look forward to. Results wouldn't be announced until two days after the event so they could be checked properly and thankfully when e mailed out we had won with our clean sheet, a really rewarding day and a pleasure to witness a great driver at work. To win you need skill but also luck and we certainly had lady luck with us rather like the bounce of a rugby ball if it bounces for you it's ok if not well that's it try another day.

I have been very fortunate watching great drivers at work, in the past I have also had the pleasure and thrill of co-driving for Malcolm Wilson on a couple of British Championship events when he was British Rally champion in 1979/80. This was really fantastic, competing against people such as Ari Vatanen and Hannu Mikkola in works Escorts, Tony Pond in a works TR7V8, Jimmy McRae in a works Chevette and Malcolm and myself in the Total sponsored ex works MK2 Escort HHJ701N with its 245BHP BDA engine.

We won the York MC rally in April 1979 by four minutes, an absolutely brilliant, perfect drive by Malcolm, the headline in Autosport was worded "Total Domination", it really was. Being driven like this makes you really appreciate the sheer skill and ability these guys possess, car control absolutely sublime and reactions so quick it's hard to take it all in, another experience I will never forget.

Carl said he couldn't come up on the Friday until after his wife had flown back from Germany and he couldn't stay with us on Saturday night as she was flying to Amsterdam on Sunday so he would be looking after their 12 year old daughter. When I asked what she did for a living he said she's an opera singer so I imagined she sang with the chorus or in minor parts with a touring an opera company. He said her stage name was Sarah Connolly so when he had gone my wife having more than a passing interest in opera Googled her name.

Sarah Connolly we discovered is a famous opera star, a soloist mezzo -soprano who sings all over the world in all the big opera houses and venues and in 2009 at the last night of the proms at the Royal Albert Hall she was the star soloist dressed as Napoleon singing "Rule Britannia" probably the most iconic part an opera singer can perform.

What an amazing and interesting weekend !!!



*Michael Leete/Chris Bird VW Beetle*

**Keith Thomas**



# **AIREDALE & PENNINE MOTOR CAR CLUB**

## **WILL RUN THE YORKSHIRE DALES CLASSIC TRIAL**

**(formerly Ilkley Classic)**

**Sunday 10<sup>th</sup> May 2015**

### **ROUND 8 OF THE ACTC CHAMPIONSHIP FOR CARS AND MOTORCYCLES**

**Entries are now open for the  
Yorkshire Dales Classic Trial  
(formerly Ilkley Classic)**

With IDMC deciding not to run their classic trial, John Bell and Stan Peel have joined us at Airedale & Pennine to run the Yorkshire Dales Classic Trial, mainly over the same sections as the Ilkley, plus an additional new section. John has run the Ilkley trial for the last 2yrs and Stan the previous 10yrs.

The start and finish has been relocated to Pateley Bridge cattle market where there is a large area for Trailer, Car and Motorcycle parking and the Café will be open for food and drink all day.

The Trial will be a dual permit event, Clubmans and Nat. B with the normal classes for cars and motorcycles of all ages.

**Marshals will be very welcome** at all of the seventeen sections arranged within a few miles of Pateley Bridge. Starting the first section at 8.30am and finishing the last one around 5pm, each section will be 'open' for about three hours so there is time to see everyone through in the morning and travel elsewhere to see them all through again.

**Please contact our chief marshal,  
David Toft on 01274 487667.**

An experienced section leader will be available on each section to help everyone to understand the scoring system and the role of a marshal. (In trialling they are called 'Observers').

**See [www.apmcc.co.uk](http://www.apmcc.co.uk) for details.**

We will also organise a Sporting Trial at Longnor, near Buxton on the 26th April where, again, marshals will be very welcome.



## **Racing cars return to the Chateau.**

Once again the fabulous Chateau Impney near Droitwich Spa in the Midlands will reverberate to the sound and smells of vintage sports and racing cars on 11<sup>th</sup>/12<sup>th</sup> July just as it did in the 1950s and 60s. Indeed many of the cars and some of the drivers will be the self same ones that competed there all those years ago.

This massive, lovely French styled Louis X111 Chateau built in 1875 by a very wealthy salt magnate John Corbett is set in extensive grounds and parkland, so big in fact that it is possible to have its own hill climb course. Cars will race right past the very ornate building which is one of the country's best hotels and has been since 1925. Here guests will actually be able to partake of fine cuisine whilst looking out of the windows as the cars race by, what a civilised way of enjoying motorsport.

Vintage car fanatics, the Spollon family bought the hotel a year or two ago and decided to introduce competitive motorsport again to the Chateau, it was very famous in the 1960s for the televised autotests that were held there on Saturday afternoons.. Many older members will have watched their black and white televisions and been astounded as people such as Irishman Paddy Hopkirk competed against the best drivers England, Scotland or Wales could put up and the newly introduced Mini Cooper amazed audiences with their nimbleness especially when doing handbrake turns and reverse flips.

This year's inaugural hillclimb will have 200 specially invited cars of the type that competed in the era that is being re created and like Goodwood Revival only authentic vehicles will be taking part, the newest cars allowed being those built in 1967. It will be a great chance to see many of the most iconic vehicles ever to compete in the motor-sports most formative period, a memorable event for all the family to see and enjoy.

This two day event backed by some of the major players in the classic car world is expected to attract between 12,000 and 15,000 spectators with be lots of motor club and trade stands, displays, entertainment plus all the attractions one would expect of such a prestigious gathering. Stirling Moss has been a regular visitor there both as a competitor and guest over many years. The Chateau is steeped in motorsport history, famous fathers of the motor industry have connections with it being only a few miles from Shelsley Walsh and clubs such as VSCC, Midland Automobile, Austin Apprentices hold regular functions there.

So how about treating your spouse or partner, it would make a great way of spending a weekend, there is plenty of accommodation locally so go online and check out "Chateau Impney hillclimb" you can see all the latest news and a click will enable you to receive the very latest updates. You can not only see the history of motorsport but be part of it as well as this will be a new iconic event that will endure for years to come like the Goodwood Revival, be there and see it gets off to a flying start.

**Keith Thomas.**

# **NORTH WEST RACERS**

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

## **SPORTS/SALOON DRIVERS GET THE NORTH WEST'S RACING SEASON UNDERWAY**

The CNC Heads Sports/Saloon Championship got motor racing underway in the North West at Oulton Park on 28<sup>th</sup> March.

In this era of so many one-make formulae, the open rule book of BARC North West's Sports/Saloon category is a throwback to a golden era of club racing. An impressive, and extremely eclectic, field of 30 entrants convened in Cheshire for the first round of the 2015 Championship.

All competitors were carrying Wylie Coyote stickers on their cars as a tribute to one of the stalwarts of the Sports/Saloon paddock, Cam Forbes, who passed away during the off season.

Tricky conditions prevailed when qualifying took place on a wet track. The low centre of gravity provided by the flat four engine in Paul Rose's Saker enabled him to set a pole time that was over 2 seconds faster than Joe Spencer could manage in his Stuart Taylor Locosaki. This was despite Rose finishing the session in a gravel trap after he hit a patch of oil at Lodge Corner.

The race was scheduled to have a duration of 20 minutes plus 1 lap however this was reduced by 5 minutes – as were all those that followed – because there had been a long delay earlier in the afternoon when the air ambulance was called in to land at Old Hall following an incident in a Citroen 2CV encounter.

A blustery wind had dried out the circuit when the Sports/Saloons formed up on the grid. As was often the case last season, Paul Rose was unable to get off the line as spritely as Joe Spencer could in his lighter, more nimble car. Nonetheless, Rose's start was better than he had anticipated and resulted in him taking up station in second place from where he closed in on the leader, Spencer, during the course of the opening lap. When it ended, the superior power of his car allowed him to blast into the front of the race as the duo sped past the pits.

Although Rose went on to win the race by 10 seconds both he and Spencer were clearly driving on the limit. They had no option as, with such a big field, the possibility of traffic causing a significant delay was ever present. Neither could afford to relax.

There was a trio of Sakers in this event with the red examples of winner Rose and third placed Steve Harris being joined by the white car of Mark Burton. The latter ran in sixth behind a superb battle for fourth (which was also for Class B honours) between the Caterham 7 of Nick Cresswell and the Vauxhall Tigra of Luke Armiger. Burton gained a place in the closing stages when Armiger's engine cut out. It then went into "limp home" mode, enabling him to at least take the chequered flag behind the final Saker. When Armiger later analysed the data, it suggested there had been a problem with the fuel pump.

**Dave Williams**



**BOURNE PHOTOGRAPHIC**  
*Creative Imaging*  
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# Rali Llyn

I don't have a report for this event but **Duncan Littler** has been kind enough to forward me these Photos

**Car 5 : 1st O/A**



**Car 1 : 1st Class 1**



**Car 47 : 1st Class 2**



**Car 67 : 1st Class 3**

# Why I Like Retirement !

## Part Two

Question: How many days in a week?

Answer: 6 Saturdays and 1 Sunday

Question: When is a retiree's bedtime?

Answer: Two hours after he falls asleep on the couch.

Question: How many retirees to change a light bulb?

Answer: Only one, but it might take all day.

Question: What's the biggest gripe of retirees?

Answer: There is not enough time to get everything done.

Question: Why don't retirees mind being called Seniors?

Answer: The term comes with a 10% discount.

Question: Among retirees, what is considered formal attire?

Answer: Tied shoes.

Question: Why do retirees count pennies?

Answer: They are the only ones who have the time.

Question: What is the common term for someone who enjoys work and refuses to retire?

Answer: NUTS!

Question: Why are retirees so slow to clean out the basement, attic or garage?

Answer: They know that as soon as they do, one of their adult kids will want to store stuff there.

Question: What do retirees call a long lunch?

Answer: Normal ...

Question: What is the best way to describe Retirement?

Answer: The never ending Coffee Break.

Question: What's the biggest advantage of going back to school as a retiree?

Answer: If you cut classes, no one calls your parents.

Question: Why does a retiree often say he doesn't miss work, but misses the people he used to work with?

Answer: He is too polite to tell the whole truth.

*And, my very favourite....*

QUESTION: What do you do all week?

Answer: Monday through Friday, NOTHING..... Saturday & Sunday, I rest.

*Continued on Page 80*



YOU DIDNT SAVE ANYTHING  
FOR RETIREMENT DID YOU??



# Tour of Cheshire 2015

The Knutsford & DMC Tour of Cheshire Historic rally on Saturday the 7<sup>th</sup> March was the opening round of the 2015 HRCR Clubmans road rally championship and the ANWCC historic road rally championship. The popularity of this rally, which entices many of the star names of yesteryear out to marshal, was shown with the 75 car entry filling up in a matter of days, and after talks with the MSA 84 cars eventually started the event. The club had laid on a 155 mile route with 10 special tests throughout the day.

This was my sixth outing on this event and my third in the ex-Roy Mapple Orangebox Mini which is now backed by Mini Sport Padham and has their 'Historic Road Rally' spec 'works' engine under the bonnet, the same engine we used last year to win the 'historic' c/ship. Alongside me on this event for the first time was last year's winning navigator 19 year old Andy Pullan from York, and we were seeded at the sharp end at car 3 behind the Porsche 911s of Warren and the Powleys.

As an experiment this year the organizers had employed a scoring system on the tests to try and give other cars a better chance against the Escorts/911s etc. Cars were in classes, all the Minis in one, Escorts in another and Porsches in another, with the others in separate classes, this was to prove unpopular with some, as you were penalised against the fastest in your class. From the start on a bright sunny morning it was straight to Beeston for a loose surfaced test where we recorded second fastest two seconds behind the Powley 911 and best in our class.

From here it was straight into the first road regularity which went really well with only one second dropped over four controls. From here it was to Delamere for what was listed as test 2 but was in fact a non-public road regularity, only 2.5 miles but with 4 speed changes, 60 Tulip diagrams and two passage checks in the first 0.3 mile and running inside and outside buildings over approximately three laps, here we dropped 25 seconds which seemed to be very competitive. Immediately following this was test 3 again at Delamere where Powley was fastest again with us just one second behind.

From here it was to a main control/card collect and a brew! From here to regularity B where we dropped 5 seconds over the five controls before test 4 on a dusty sealed surface which saw us equal third fastest three seconds behind FTD man Matt Warren in the RS2000. From here straight in to regularity C, 45 minutes long, where we dropped 25 seconds in total after meeting a 'Hunt' coming the other way on a narrow lane. From here it was to two tests at Shrewsbury cattle market where I was a bit untidy but our times were decent. Then lunch which saw us lying 5<sup>th</sup> overall. Straight from lunch we went into regularity D where we had a frozen watch at one control! Not good, eighteen seconds dropped, amazingly good considering and all down to Andy, who is brilliant as well as being a 'top lad'.

We then moved back to Shrewsbury for two more tests.



*Continued on Page 61*

*Photos Courtesy of Tony North*





The first one we had best in class but four seconds slower than John Ruddock in his RS2000, the next one started well, as i was trying my hardest but took out a cone which gained us a ten second penalty, but because of this fastest in class idea we were also then penalised eight seconds for 5<sup>th</sup> fastest in class!! Very annoying, without the penalty we would have been outright fastest. After this we headed to the last two regularity's, the first of which went really well with only one second dropped, and the last one with twelve seconds dropped.

All that was left was two tests back at Beeston, the second run through with headlights on. We set best in class on both and equal third fastest on both. At the finish we ended the day 5<sup>th</sup> just one second behind 4<sup>th</sup> and three seconds off third, that cone was costly!! An excellent first run out with Andy Pullan with us scoring points to put us second in the HRCR c/ship and leaders in the ANWCC c/ship, next round Yorkshire!!

*Steve Entwistle*



MOTOR SPORT GROUP

**SD34MSG**

**2015**

**Prize Presentation Night**

**Friday**

**January the 22nd**

**2016**

**Guest Speaker**

**Simon Mauger**



***Probably the quickest Escort  
Driver in the country***

**Could be the National Tarmac Rally  
Champion by then**

**Blackburn Rugby Club**

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

**More Details Nearer the Date**

**Put it in your diary now!**

**No excuses for not being there !**

**Continued on page 64**



## Ryemoor Trophy Rally 7/8<sup>th</sup> March

Most people who did the Ryemoor seemed to cope with the navigation reasonably well. Unfortunately for Ayrton - I didn't fair too well. I struggled with the first hand out and couldn't get it to work at first (or 2nd or 3rd and a few more). By the time I did get it sorted we had dropped 15 minutes.

The second hand out I got relatively easily and ran along the bottom of the map, but I then wrong slotted (so it couldn't have been as easy as I thought) and then couldn't find where I had got it wrong and to make matters worse couldn't find where I was on the map because I hadn't got the map we were on with us (I was on the map below which was not specified as a required map). When we eventually got back on the maps we did have, we had missed a route hand out and had no idea where to go next. We decided to make our way to Petrol and carry on from there. By good luck we chanced upon a control and got the hand out for the section before Petrol.

From Petrol onwards things went fairly well with only the odd indiscretion by me and I was thinking that I might (only might) be getting the hang of this.

Wrong.

The last section was a herringbone and we covered most of the roads back to the finish venue. The roads we didn't use were the ones that the organisers wanted us to use.

We finished next to last in 19th place with 6 fails and would probably have got last place if it wasn't for Ian & Steve Mitchel going off into a ditch and having to wait for the Course Closing car to drag them out.

The roads used were awesome. When we were on the right roads it was a fantastic event and Ayrton with the Rover 214 was outstanding. Pity I can't say the same for the lump of lard sat next to him.

After the event I noticed that the instructions on the Herringbone handout said Consider All Roads. I failed to spot this at the time and it's no wonder I couldn't get it to work. Must take more care and not rush.

## John Robson Rally 14/15<sup>th</sup> March

Another Navigational event. Bugger!

As usual with the John Robson it starts very early with the first car away at 7pm (I think: can't remember now) Following the cancellation of this rally at the back end of 2014 it was good to see a full entry.

Started with a proper Regularity. We didn't stop for results, so don't know how we did guessing the time to the IRC but we arrived at the end control 20s early and so picked up a 2 minute penalty. Seemed to cope with the Navigational side of this rally better than the Ryemoor but at somewhere on the way to TC4 I said to Ayrton 'Your on your own for a bit whilst I get this bit plotted' we went over a crest and the road did a 45R. Unfortunately (or it could be fortunately) there was no wall to show how the road went and we went straight on. We came to rest on a large rock and we were beached. Took us 15mins to get off. (Thanks to Niall Frost & Bevan Blacker for towing us back onto the road) Things seemed to go OK from here to Petrol but with our indiscretion we found ourselves at the back of a queue of 8 cars and only managed to pick them off one at a time.

Second half seemed to go without too many problems until I turned over two Instruction sheets at once and when we booked into TC 16 I found it was really TC 18 and we had missed out 2 controls and a couple of code boards. No point in hanging around at the finish as we were not in for a pot so it was off home and to bed

**Primrose Trophy Rally is our next event where we will be running Course Car (Car 0) Another Navigational Rally but as I am doing the 'CLUES' you can be assured they will be EASY PEASY. We want everyone to finish without having to scratch their heads or get lost.**

# Grumpy Old Git



I sent out the March issue of 'spotlight' a couple of days earlier than originally planned. I thought there was enough in there to keep everyone busy reading for the month. Plus I was doing the Kirkby Lonsdale 12 car on the Thursday night and then having to get up early for a trip to Exeter and back on the Friday I wanted a lie in on the Saturday morning and not have to think about the newsletter for a day or two. Sat in with Ayrton Harrison for KLMCs 12 car. Exciting run out with snow on the early roads (all on map 97). Managed to come home in 1st place (twice in one week) with no missed code boards or time penalties.

I know they both were only 12 car affairs, but a win's a win!

Chuffed to bits. We also managed to beat Ayrton's Dad (Tony Harrison) & Alan Barnes on the KLMC 12 car which added to the enjoyment. Alan Barnes asked me to check his route at the start to make sure he had got it down correct. After a quick check I told him it was OK. However, I failed to spot that he had got a little bit wrong between TC1 & TC2. Unfortunately there was a code board on the section of road that Alan didn't use. Sorry Alan, I know you don't believe me, but I didn't spot your error, maybe you should have checked my route!

Get back from the 12 car and check my email. There is a note from Paula Swinscoe: "You need to update your acknowledgments page". True I have been a little bit slack there. My excuse is that I thought that it was the same people sending me in reports etc all the time but when I have a proper look I can see that there have been quiet a few omissions & additions. Sorry to everyone that I have missed out. If you are one of them. Let me know and I will add you



Ayrton Quote at the end of the Ryemoor  
*"I am sorry I hurt your feelings when I called you stupid. I thought you already knew"*

# Out & About with Gemini

Part 1

## ***The Plains Rally BTRDA*** ***Saturday 16th May 2015***

This is to welcome and invite you to help with safety Radio cover on this year's event.

This year the Hafren stages will not be used, instead we are going to use two stages in Aberhynant area giving the event a new look. The majority of the stages are still in the Dovey Forest complex and are mostly the same as was used on the WRGB Rally for the last number of years.

These are a list of the stages and times we are planning to use this year.

### **Welshpool Start 08:00**

SS1 Cwmcelli	09:06	Stage : SC, Dave King
SS2 Gartheiniog 1	09:14	Stage : SC, Keith Pulling
Service Dolgellau	10:11	
SS3 Llangower	11:25	Stage : SC, Neil Cross
SS4 Penllyn	11:39	Stage : SC, Scott Fitzpatrick
Service Dolgellau	12:37	
SS5 Dyfi West	13:37	Stage : SC, Arthur Jones
SS6 Gartheiniog 2	14:06	Stage : SC, Keith Pulling
SS7 Dyfi East	14:50	Stage : SC, Ian Jarrett

### **Welshpool Finish**

If you have already arranged to work and help as a radio crew with a stage commander, please let me know and I'll add you to the official radio list for that stage.

Please come and help, the stages depend on this to be able to run, confirm to me if you can help as a radio crew or otherwise!

Let me know which stage you would like to work on. One stage is double used but I won't be able to fit you all in on this stage.

Also let me know if you have a Mast, Hand held radio, Yellow Flag of your own and will be bringing them please.

Check out and for more details [ and when it's compiled the Entry List on the events web page: -

<http://www.plainsrally.co.uk/>

### ***THE TEN MINUTE MANAGEMENT COURSE***

#### **Lesson 2:**

A priest offered a Nun a lift. She got in and crossed her legs, forcing her gown to reveal a leg.

The priest nearly had an accident. After controlling the car, he stealthily slid his hand up her leg.

The nun said, 'Father, remember Psalm 129?'

The priest removed his hand. But, changing gears, he let his hand slide up her leg again.

The nun once again said, 'Father, remember Psalm 129?'

The priest apologized 'Sorry sister but the flesh is weak.'

Arriving at the convent, the nun sighed heavily and went on her way. On his arrival at the church, the priest rushed to look up Psalm 129. It said, 'Go forth and seek, further up, you will find glory.'

#### **Moral of the story:**

If you are not well informed in your job, you might miss a great opportunity.

*Continued on page 71*

## **MSA 81.575 MHz 2015/16**

### **Radio Fees**

On the 01 May, just over a month's time, the MSA will request the radio fees for the next 12 months to be paid. I'm asking now for the fees to be paid a little early as it takes a very long time for some of you to pay me the MSA radio fees which I then have to send off to them on your behalf with the application.

Following this topic being mentioned at our recent Christmas group gathering it was decided that if folk don't pay on time we should not re-licence their sets and waste the team funds - this I intend to implement this year. Please remember that if you help the team out on over 5 events listed on our radio championship list you will have no fee to pay for the next current year, your fee will be paid for you and you need to take no further action.

May I thank some of you who have already paid your 2015/16 MSA fee for this year. Those who have not paid or arranged payment with me before the 01st May their sets will NOT be re-licensed with the rest of the team and you will have to licence your own set yourself, this could involve you supplying the MSA with a new Form of Conformity with your application, please be aware of this could be expensive. Note that from the 01 June 2015 it will then be illegal for you to use an unlicensed set. Please don't wait till the 01st of May do it

## **MSA to introduce second rally radio frequency**

As recommended by the Scottish Motorsport Event Safety Review, the MSA is bringing online a second radio frequency for exclusive use by MSA Licensed Officials and safety personnel on stage rallies in Great Britain.

As the current radio safety frequency, MSA81 is an exclusive national radio communications resource. The addition of the second MSA81 frequency will allow for better management of rallies, particularly when there are stages running concurrently.

Licence holders of existing radios that need to be programmed to the two new channels on the second frequency may claim up to £40+VAT for the cost of a service and reprogramming, subject to production of a receipt and the issue of a new Certificate of Conformity. Licence holders of existing radios limited to only four programmable channels may seek a contribution of up to £200+VAT towards their replacement with new or second user equipment with a sufficient capacity to meet rally safety communications needs. Again this is dependent upon the issue of a new Certificate of Conformity, confirmation that the old radio has been deprogrammed and the production of a receipt.

The MSA can also confirm that the 2015/16 Radio Licence Fee has reverted to £5 per radio.

Rob Jones, MSA Chief Executive, said: "The MSA had been working towards the second frequency for some time and the Scottish Review provided additional impetus to this project, bringing it to a conclusion. With over 2,000 radios to be reprogrammed or replaced, it will be a month or two before there are sufficient radios in the field to take advantage of the second frequency. However rallies running from this summer onward should be planning for the use of this important additional resource."



# Out & About with Gemini Part 2

## Event Dates for the Calendar

**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

**Saturday & Sunday**  
**31st Oct & 1st Nov**  
C&AMC  
**Glyn Stages**  
Ty Groes

**Saturday**  
**7th November**  
Bolton-le-Moors CC  
**Neil Howard Stages**  
Oulton Park

**10th to 15th November**  
WRCGB

**Sunday**  
**15th November**  
Cadwell Park

**Saturday**  
**21st November**  
Clitheroe & DMC  
**Hall Trophy Stages**  
Blyton

## Bike Ride Events

**Manchester**  
**to Liverpool**  
**Sunday 24 May 2015**

Start - Salford Watersports Centre,  
Salford Quays, Salford M50 3SQ  
Finish - Otterspool Park,  
Riversdale Rd. (near Alfred Holt  
Recreation Ground),  
Aigburth, Liverpool  
Two Routes - 40 or 55 mile routes  
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

**Marshals Needed**

Up To £120 Paid per Bike Ride

## 2015 Golden Microphone Trophy

### RESULTS AFTER 3 ROUNDS: -

The Jack Neil, Lee Holland and the SMC stages:

#### Current Leaders

G 39	Alan and Les	30 points	G 23	Ian Davies	20 points
G 25	Chris Woodcock	20 points	G 37	Lee Skilling	20 points
G 48	Peter Langtree	20 points	G 56	Tony Jones	15 points
G 07	Tony & Avril Lee	10 points	G 09	Keith Lamb	10 points
G 11	Mark Wilkinson	10 points	G 12	Chris Jarvis	10 points
G 13	Stuart Dickenson	10 points	G 14	Adrian Lloyd	10 points
G 21	Derek Bedson	10 points	G 24	Paul Henry	10 points
G 31	Duncan Stock	10 points	G 33	John Ellis	10 points
G 03	Les Fragle	5 points	G 59	Maurice Ellison	5 points

This year it will be 10 points for safety radio or organiser and 5 points for just marshalling or if crew get a payment on a team event - 5 points for any Bike Ride.

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](mailto:ANWCC@talktalk.net) within 14 days of the event.

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

# March Radio Mutterings – Gemini 23.

March brings a flurry of rallies if not snow for me, with three stage events in four weeks. First off is the annual pilgrimage to Cumbria and the Malcolm Wilson Rally. This year the Gemini team led by Tony & Avril Lee are allocated the Greystoke Stages SS4 & 8 to run, using the 'Red' channel. It's an early start to head up the M6 and get to the stage for 07:25. As a result of last minutes changes I find myself as the start radio, also co-ordinating the negative reporting of competitor's progress through the stages using Gemini's own high band frequency. It's quite stormy in the Lakes with low temperatures and a fierce wind, the sort that really bites through the multiple layers and its not to long before the rain comes, perfect stage conditions !. The organisers provide us all with the expected souvenir mug, as a 'thank you' and the gesture is appreciated.

After the obligatory organisers and course cars we see first car enter the stage at 09:16 and the action soon hots up, despite the weather. The Cumbrian scenery and in particular Junction 4/5 seems to have a magnetic attraction for cars, as when we notice that a car is missing via the radio crews managing negative tracking, most are eventually found around these two posts. Thankfully only wallets are damaged and of the 72 starters in the first group of cars, all bar one make it eventually to the end of the stage. Unfortunately as a result of incidents on an earlier stage the run is delayed part way through by a break of nearly 45 minutes. The latter sensibly means re-runs for the safety cars through the stage to make sure that the stage and importantly spectators remain safe. Following on are the 'big boys' with a strong field of 32, all of whom successfully negotiate the 7.5 mile stage. In the break between stages the scale of the medical cover on this stage becomes apparent with five doctors on the start ?, at one point there is speculation that 'appointments' are available for any troubling illnesses or ailments. The truth is somewhat different, the Chief MO had invited a number of interested young doctors to come along and experience what a stage rally is all about. Kitted out in smart new Hi-vis jackets the docs asked inquisitive questions and Stuart Westbrook in EMMU 1 soon has them under his wing, explaining the differences between a WRC car and a Metro 6R4. Well done to the organisers for encouraging this, hopefully some of these young doctors might continue their interest in the sport and develop to become the stage medical officers of the future.

Stage 8 starts at a little before 3pm and we have pretty much a re-run of the morning action, with various crews deciding to view the forest up close and personal. Unfortunately we experience another long delay mid way through the run. Back to medical matters, during the break a sensible shout to Control from one of the radios alerts us to the risk of a stopped crew developing hypothermia as they have been stopped out in the biting wind and rain for some time, without coats !. A quick discussion with the stage commander and we let the recovery crew into the stage to recover the crew and their car, a sensible precaution in the very cold conditions. With the delayed stages it proves to be a long day and the second stage finally ends at getting on for 6:40pm and then it's the long drive home. As a postscript well done to the organisers, as a full set of results arrive in the post mid week after the event.

Two weeks on and it's time for a change of country and the Lee Holland Stages on the Anglesey Racing Circuit and for once it's not raining, with blue skies as far as the eye can see. Pendle DMC, Preston & Garstang Motor Clubs as usual put on a great show that is well organised, with swift change arounds between the pairs of stages. As is usual I'm allocated one of the lap counting posts and have my work cut out as at times four or five cars arrive all at once, some clearly not sure of their 'left or right' at the split junction, with some failing basic maths...err 'we head to the finish after how many laps' !.

A total of 29 cars start in the main field and complete the first pair of stages before its time for the 15 junior starters to do the same. A couple of minor mechanical offs but nothing spectacular for Gemini Recovery or Stoke Rescue, although you had to feel sorry for Car 22 as they were forced to stop on more than one occasion due to the co-drivers apparent 'sickness'.

The first four stages fly by and about 12:30 we enjoy that almost unheard of on a stage rally, a 'lunch break' and hats off to the organisers who come round the circuit dispensing cups of hot soup and a lunch bag, WELL DONE (other organisers please take note) We restart the final four stages after a very nice nearly hour long break and the action resumes with battles recommencing throughout the field. The racing is tight but clean and as cars squeeze through the chicanes there is the odd light cluster and door mirror left behind, testimony to the closeness of the tyre barricades. The day finishes with 20 of the main field and 12 juniors safely finishing the event. It's a shame that the entry was not bigger as I'm sure that a field of this size must be challenging to the economics of the event and organising clubs. Anglesey started out as a stage and rallycross venue and it's great to see that rallying can at least for now carry on in between the numerous paying track days, manufacturers 'media' days and circuit racing.

*Continued on Page 67*



## **Gemini 23 : Radio Mutterings**

**Continued from Page 67**

One week on and it's my third rally of the month, this time nearer home at Weeton Army Camp near Preston and the JC Motors SMC Stages, run by Stockport 061 Motor Club. With a very civilised start time for car one of 10:00, there's time for a not too early rise and breakfast before once again heading north on the M6. The weather forecast doesn't bode well with high winds and rain showers, so at the billiard table flat Weeton venue that probably means a howling gale and horizontal rain ! I should have bought a lottery ticket... the weather at Weeton was terrible for most of the day on a whole new level. Rain and wind of biblical proportions made for very challenging conditions for the events 45 starters. Hats off once again to the organising club Stockport for providing all of the marshals and officials with a meal and drink ticket.

The conditions even by Weeton standards tested crews and marshals alike, the standing water at times meant even trying to see the cars through the huge clouds of water thrown up was a real ask, with groups of marshals having to constantly chase stage furniture including cones, barrels and signs around the venue. The small field rapidly diminished as the weather and constantly changing stage layouts got the best of many. The policy of changing often quite significantly the stage layouts after each pair, meant that crews needed to be on their toes to remember the worst of the standing water and as split / lap counter my radio point and the start and finish seemed to be constantly on the move. By the end of stage 4 the field had been reduced down to only 29 runners, with the usual mix of mechanical maladies, brushes with the unforgiving Weeton kerbs and the effects of all of that water. Rather than recovery units at times a tugboat might have been more appropriate, but hats off to Merlin and Lake 3 Recovery for their professionalism.

By early afternoon the rain had eased a little but not the wind, illustrated by the flying finish tent blowing away !. Beached cars also became a feature as cars slip and slide off into the scenery and find difficulty in returning to terra firma. But the high winds at least began to force the rain away and that rare sight of blue skies over Lancashire made an appearance and gave some respite for the somewhat drowned marshals out on the stages. The complex changes of stage meant that stage turnarounds were lengthy, but with the much reduced field the organisers managed to complete all of the ten scheduled stages, something I very much doubt they could have done with a larger field or not so many retirements. We eventually ended with a creditable 23 finishers a little before six o'clock. Despite the weather the rallying was of a high quality with some excellent car handling and entertainment.

All in all a busy month, I just now need to find some time to organise for the radios to be serviced, retuned and certified to meet the new MSA requirements before the next event !.

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

# **Gemini**

## **Communications Team**

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

## **Toyota Lead the Hydrogen Way**

Toyota have for a long time been a leader in the development of low emission cars. They launched the Prius as long ago as 1997, the World's first mass produced hybrid car. Since then they've sold over 3 million of these, and another 3 million other hybrid models.

Later this year Toyota will launch the first hydrogen fuel cell car to go on public sale. The Toyota Mirai (it mean "Future") will be available for purchase in the UK by about October. Emissions are zero, only water vapour comes out of the exhaust, filling up takes no longer than petrol or diesel cars, it does 300 miles on a tank, and has similar performance to similar "conventional" cars and better acceleration thanks to the instant boost of electric power. Because the fuel cell is positioned below the floor the car is very light and extremely spacious.

Hydrogen is the most abundant substance on earth, our dependence on fossil fuels will reduce, all good news. There are two problems. Firstly nobody knows how much the Mirai will cost. Toyota are staying very quiet on that one, but we can only presume they wouldn't have started down this road if they weren't convinced the results would make economic sense.

The second problem is that there are currently only four hydrogen refuelling points in the UK, all in the London area. However every new technology introduced has required enormous investment in infrastructure to support it. 120 years ago there were virtually no petrol stations in the UK. 30 years ago very few mobile phone masts existed. Now the Government has pledged to establish a network of 15 new hydrogen filling stations. Within 5 years there are expected to be almost 100, by 2030 well over 1000. Toyota have decided to make thousands of their fuel cell patents available free of royalties to competitors to increase the speed of this technology's global success.

My lack of enthusiasm for electric cars is well known to my regular reader, but somehow I feel differently about this one. And if it gives us zero emission cars that are fun to drive and easy (in time) to refuel, where's the problem?

## **Controversy Over Current Emissions**

Until and unless hydrogen power takes over vehicle emissions will be a hot subject of discussion. The level of CO2 emissions decides the level of road tax payable, and the Benefit in Kind tax levied on those who receive the car from their employer. The manufacturers quote a figure obtained from tests run under laboratory conditions, the same tests which give us the "official" fuel consumption figures. Given that we all know that the fuel consumption figures bear little relation to "real world" experience, there is great suspicion that the same applies to the emission figures. Indeed it would be a big surprise if they were any more accurate given that they are produced from the same testing procedures.

Our master in Europe have decided to do something about this at last and in 2018 introduce tests involving cars being driven on normal roads in normal conditions. It is estimated that the results could be a QUADRUPLING of the emissions figures for diesel cars. Manufacturers have demanded that the introduction of the new tests should be delayed by at least a year, and launched a PR campaign to convince people that there is no emissions problem with diesel cars. Clearly they're worried!

## **Time to Re-Calibrate?**

One thing that has been impressive in engine development in the last few years is the performance wrung out of smaller engines. Despite this many of us remain convinced that a small car needs 1300-1600cc to give decent performance, a mediums sized car 1600-2000cc and so on. Meanwhile the engineers are proving us wrong. Ford have a wonderful 1000cc 3 cylinder engine that produces up to 125 bhp in road trim. VW are testing a 1200 cc petrol engine that pumps out over 200 bhp, again in road trim.

A friend came to me recently because his son was looking for a new small car, but wanted decent performance. I recommended a Fiesta with said 1000cc engine fitted, but my friend was very concerned that such a small power unit couldn't possibly provide the performance required. I only convinced him by harking back to the cars he and I admired 50 years ago. When I told him the car would be "quicker than an Escort Twin Cam" the order was signed, and he and his son are delighted with the performance, and fuel consumption.

## **A Voice of Sanity**

I have commented several times in recent months about the obsession manufacturers have with bigger and better (or at least more expensive) dealer showrooms. At last one has broken ranks and adopted a more sensible approach.

In an interview at the recent Geneva Show the MD of Mitsubishi UK said "I've never heard of a customer going into a showroom and saying they really like the car, they really like the way there enquiry has been handled, they really like the deal that they've been offered, but they can't buy the car because of the showroom tiles."

What a breath of fresh air! Mitsubishi dealers must be glad to have a man with that level of common sense in charge.

## **Strong February Sales – What Will March Bring?**

After dipping in January retail new car sales recovered in February but fleet sales continue to drive the market in 2015. However February is a low month with most buyers waiting for the new registration plate in March before taking delivery. All the signs are of enormous pressure to achieve big numbers in March. This week one manufacturer increased their fleet discount on a particular model from 30% to 37.5%. Just yesterday one Audi dealer texted me:

"We have 7 days to sell 50 new cars to reach our March target. We have many cars for sale at cost price, some with 20% off retail price. If you have customers looking for new Audis call us ASAP!"

***Continued on Page 69***



Not exactly sophisticated marketing, but you get the message. Many industry pundits fear a slowdown in demand later this year, but the facts are that European demand remains relatively weak, the strength of the pound against the euro makes selling European produced cars in the UK attractive and the factory production schedules are pretty well set in stone. So the cars will be built, many of them sent to the UK, and they will have to be sold somehow. The winner will be the savvy customer who sniffs out the best deals.

Meanwhile the largest accountancy firm specialising in motor dealers reported that their average new car dealer client recorded a trading loss of £59 in January compared to a profit of £9000 last January. So 165000 new cars sold in January by dealers who effectively broke even as a result?

### **BMW Throwing the Towel In?**

I've commented often over recent months on the determination of Audi and Mercedes to overtake BMW's sales and become leading premium manufacturer in both the UK and indeed the World. So far this year the UK figures are:

Audi 15766 cars sold

Mercedes 13965

BMW 13099

March may well change things, but I get the feeling if it does this will be only temporary. Certainly BMW's situation is being made more difficult because of the very large number (about 8000 I think) of unsold cars they registered in December in order to beat the other two last year. Those cars now have to be sold, and that will be in replacement of a 2015 new car sale. The writing appears to be on the wall.

Last week BMW Chief Executive Norbert Reithofer told journalists at the company's annual results conference:

"We would like to remain the leading premium automaker in terms of volume, but volume is not everything, and maintaining the same level of growth is not everything. We must have a good margin contribution also."

Herr Reithofer then repeated the oft-stated view that the comparison with Audi was "unfair" because the Audi A1 competed in a market segment that BMW didn't, or at least not with a BMW badged car. Mini competes with A1, and it was he again made the point that if Mini sales were added to BMW sales, they **were clearly ahead of Audi**. However the numbers don't lie, and whether Mini numbers are added in or not, Audi and Mercedes are clearly gaining, and it looks like BMW have accepted what many see as inevitable.

### **Return of the Mini Minor**

Staying with Mini for a moment, those of us of a certain age will remember that the original car to bear the name was launched in 1959 badged as Morris Mini Minor and Austin Seven. Very rapidly it became simply "Mini" and the Minor and Seven tags were dropped. The current range of BMW Minis may have many good points, but they are hardly "Mini", in fact the Countryman is positively vast in comparison at almost 4m long, a third more than the 1959 car.

Now BMW plan to by 2018 give us a smaller version, re-introducing the Mini Minor name. 3 doors, length down to under 3.5m, price down to £12500, and it might even be co-developed with Toyota. The "new" Mini range will comprise less models than currently. The standard 3 door is already with us, Cabriolet, 4 door Clubman and Countryman next year, two seat sports car and Mini Minor 2018.

### **A Sporting Comment**

I normally leave sporting matters to the many others who contribute to Spotlight, but I came across something on the "who was the greatest F1 driver of them all" topic recently that I thought worth including. The author excluded every driver's first two F1 seasons on the basis that in those years they were probably not driving the better cars in the field, and they were learning the tracks and the F1 business.

Having done that there emerged one driver who after those first two years won EVERY race in which he competed and did not suffer significant mechanical problems. In some cases this driver won whilst experiencing such problems.

I know you can prove anything with figures, but this seems conclusive to me. EVERY race. Amazing. And it wasn't Fangio, Senna, Prost, Stewart, or Schumacher.

It was Jim Clark. I think I rest my case.

*Paul Gilligan*

pg@gvcontracts.co.uk



### Blue Butts Motoring Tour 2015



**Saturday July 4<sup>th</sup>**

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Please Contact Tony Wood at Blue Butts Chequered Flag on 01200 446893 or Email [the.woods@zen.co.uk](mailto:the.woods@zen.co.uk)

## MSA requests nominations for membership of 2016 Specialist Committees

The MSA is seeking nominations for individuals to join the Specialist Committees that represent the interests of the various disciplines of motor sport. The Specialist Committees meet two or three times a year, normally at Motor Sports House, to discuss and debate new regulations and other issues. The following Specialist Committees may have vacancies available for next year:

**Autotest Committee**  
**Cross Country Committee**  
**Historic Committee**  
**Kart Committee**  
**Kart Technical Sub Committee**  
**Race Committee**  
**Rallies Committee**  
**Autocross & Rallycross Sub Committee**  
**Dragster Sub Committee**  
**Sprint & Hill Climb Sub Committee**  
**Trials Committee.**

All applicants must be members of an MSA-recognised motor club or Regional Association, which must 'sponsor' the application. However, there are no formal qualifications required other than the benefit of experience in motor sport. The role is entirely voluntary, although expenses will be paid to cover travel to meetings at Motor Sports House, and the appointment is normally for a three-year term.

### HOW TO APPLY

Applicants should submit a brief CV of their motor sport involvement and achievements, including any relevant qualifications, together with a letter supporting your nomination from an MSA-recognised club or Regional Association.

The Club or Regional Association will forward the application to Andrea Richards at Motor Sports House, Riverside Park, Colnbrook, SL3 0HG. This must be done as soon as possible as applications must be received before the end of June 2015 at the latest.

**Please note any applications received after Tuesday 30 June 2015 will not be considered.**

## Club Reminder – Announcement in Supplementary Regulations

Clubs are reminded that Organising Permits can only be issued to one Organising Club, and that club must be announced in the Supplementary Regulations as the 'Organising Club', in compliance with General Regulation D10.1.1.

A Promoter or promoters may be included but one club must take overall responsibility.

## Minimum age for drivers

In 2014 Motor Sports Council approved new Circuit Racing regulations regarding the minimum age for competitors in single-seater championships, subject to certain conditions, with effect from 1 January 2015. Due to a production error these new regulations do not appear in the *The MSA Yearbook 2015* and are reproduced here for reference:

**(Q)3.5.** A Single Seater Championship may make application to the MSA to accept registrations from Drivers who have achieved their 15th birthday subject to the Driver being the current holder of an International 'C' Kart licence, as a minimum, and that the eligible vehicles: (a) have a Weight/Power ratio greater than 3 kg/hp, and (b) meet the current FIA Formula 3 (Article 275) or FIA Formula 4 (Article 274) crash test and safety requirements.

**Q3.5.1.** Competitors must satisfactorily complete the extended ARDS course specifically designed for Junior Car Racing.

**Q3.5.2.** The Competition Licence application must be endorsed and submitted to the MSA by the Championship Organising Club.

**Q3.5.3.** This Licence will be restricted to the permitted Championship and will be held by the Championship Organising Club.

**Q3.5.3.1.** This licence is not valid for any other event or discipline.

**Q3.5.4.** Once the driver reaches 16 years of age he is eligible to be issued an unrestricted Race National 'B' licence.

**(Q) 9.1.** Other than the provision of 3.4.4. and 3.5. a driver must have achieved his 16th birthday to participate in Car Racing.

## Fraudulent homologation labels



The image shows an FIA seat homologation label.

A sharp-eyed official noticed that somebody had used a craft knife – or similar – to carefully cut

around the hologram to remove the label, then produced a fraudulent label with the corner cut out and applied it in position with the hologram on the equipment. It is not that easy to spot but many fraudulent labels can be identified by the incorrect font style or size, the colour of the label or hologram, or the label material being wrong etc.

Competitors are advised to check all homologations labels very carefully when purchasing any new equipment.

## Withdrawn FIA-homologations

The FIA has issued the following advice concerning the withdrawal of homologations:

*For safety reasons, please note that the homologation of the following competition seat, whatever the validity deadline, is withdrawn with immediate effect.*

Manufacturer: **BIMARCO (POL)** Model: **EXPERT** Homologation no: **CS.057.02**

*As this seat can no longer be considered to comply with the standard FIA 8855- 1999, its use is prohibited in all cases in which compliance with the above-mentioned standard is mandatory.*

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



## Technical / Sporting Regulations

### Battery fire

The image shows a lithium-ion battery that ignited at a recent kart meeting. The reason for this particular battery igniting is unknown; strictly speaking it is not a fire but an exothermic reaction. It generally occurs when the battery is overheated by excessively high discharge or recharge rates, or by an internal shorting as a result of fault or mechanical damage.



With any battery, always look for signs of external damage. With lead-acid batteries external damage may lead to fluid leakage but the consequences for other types of battery can clearly be more serious. Batteries should never be mounted where they will be subjected to high heat levels; non-lead-acid technology batteries should be taken as being more sensitive to heat.

### Fire extinguishers

This fire extinguisher installation was discovered during a recent Competition Car Log Book inspection. Note the routing of the cable means the extinguisher will simply not be triggered when the cable is pulled.

Remember that FIA-homologated extinguishers systems must be "secured by a minimum of 2 screw locked metallic straps and the securing system must be able to withstand a deceleration of 25g" [FIA Appendix J 253-7.2.2]. With any

installation, check that the extinguisher will be retained. Extinguishers are 5kg or more and will do a lot of damage if they come free in an impact.



### THE TEN MINUTE MANAGEMENT COURSE

#### Lesson 3:

A sales rep, an administration clerk, and the manager are walking to lunch when they find an antique oil lamp.

They rub it and a Genie comes out.. The Genie says, 'I'll give each of you just one wish.'

'Me first! Me first!' says the admin clerk. 'I want to be in the Bahamas , driving a speedboat, without a care in the world.' Puff! She's gone..

'Me next! Me next!' says the sales rep. 'I want to be in Hawaii , relaxing on the beach with my personal masseuse, an endless supply of Pina Colodas and the love of my life.' Puff! He's gone.

'OK, you're up,' the Genie says to the manager.

The manager says, 'I want those two back in the office after lunch.'

#### Moral of the story:

Always let your boss have the first say.

*Continued on page 77*

## Compatibility of Frontal Head Restraints and harnesses



The MSA Technical Department wishes to clarify the compatibility of Frontal Head Restraints (FHRs) with harnesses. An FIA-homologated FHR may be used with any FIA-homologated harness.

There are some harnesses which have been homologated with a section of 2" wide webbing in each shoulder strap; the labelling of these harnesses includes wording indicating that they may only be used in conjunction with "HANS". This wording has now been updated to refer to "Frontal Head Restraints" [FHR] on any newly produced harnesses. Whether labelled to only be used in conjunction with "HANS" or with "FHR", these harnesses may be used with any FIA-homologated Frontal Head Restraint. The *Simpson Hybrid* FHR (pictured) is becoming increasingly common and in accordance with the advice above can be used with harnesses marked as being restricted for use with either "HANS" or "FHR".

## MSA to introduce second rally radio frequency

*Covered on the 'Out & About with Gemini' (Page 47)*

# Gemini

## Communications Team

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### 2015 MSA Licensed Officials Seminars

The 2015 MSA Licensed Officials Seminars for Clerks and Stewards are approaching completion, with 524 attendees at the 10 venues so far visited. Places are still available at all of the remaining venues:

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

Additional copies of the invitation letter can be requested by contacting MSA Training Officer Alan Page on [alan.page@msauk.org](mailto:alan.page@msauk.org)

Saturday 21 March Isle of Man (Douglas)

Sunday 22 March North West (Runcorn area)

Sunday 23 March Carlisle area.

# Buying guidance for FIA homologated safety equipment

*The MSA Rallies Committee has published the following advice for anyone purchasing FIA-homologated safety equipment:*

Many items of FIA homologated Safety Equipment have a defined period of homologation. With seats it used to be that seats carried a manufacture date and the homologation was valid for a period of five years from that date. This has been changed so that seats are now marked "Not valid after XXXX". The five years is the period after the year of manufacture. Harnesses have always been labelled "not valid after XXXX". There is no homologation period for extinguishers but to retain the validity of the homologation extinguishers must be serviced by the manufacturer or agent every two years, otherwise the homologation lapses. Overalls have no homologation period and only cease to be acceptable if the homologation is no longer accepted. Helmets are almost exclusively SNELL and the FIA accepts the current SNELL standard and that which preceded it. SNELL generally update every 5 years. Currently SNELL SA2010 and SNELL 2005 are accepted (Note: SNELL SA2005 will cease to be valid after 31/12/2018). Clearly when purchasing an item that has a 'shelf life' it is prudent to check how long a life it has. If the item has been in stock for a significant period so as to shorten that life period, the price should reflect this.

- Only purchase items of safety equipment from reputable sources, there are significant quantities of equipment on the market purported to be FIA homologated which are counterfeit. Familiarise yourself with FIA homologation label requirements.
- Ensure you purchase the correct size. With seats most manufacturers offer the same seat in two widths 'standard' and 'wide'. You need to be a snug fit in the seat, not rattling around it. Helmets should be a snug fit not loose and try the roll off tests as detailed in MSA Regulation K10.3.2. Overalls should be slightly loose not skin tight but equally not over generous in size.
- Whatever the equipment, read and understand the manufacturers installation, care and maintenance instructions. With seats make sure that the mounting bolts are correctly torqued up and that the mounts attach to the structure of the car with suitable counter plates as detailed in MSA and FIA Regulations. Check the installation of the harness complies with MSA/FIA Regulations and that the mounting points meet Regulatory requirements.
- The seat and harness work as a partnership, each is dependent on the other being correctly specified and installed.
- There are two FIA seat homologations 8855/1999 which is the most common and has a FIVE year homologation. There is a wide variety of seats available. The performance criteria that seat must meet is identical, irrespective of the price of the seat. As a general rule the more expensive the seat the lighter in weight it is. Trim materials etc. can also affect price.
- 8862/2009 is mandatory in such as World Rally Championship, the performance parameters are substantially higher than for 8855/1999 and these seats have a ten year homologation period. The price of such seats is substantially greater.

## In summary:

1. Ensure the equipment is of the correct size and fit for you
2. Ensure the equipment you are purchasing meets regulation requirements for your activity
3. Buy from a reputable source
4. Avoid buying second-hand safety equipment for it may be damaged but it might not be readily visible that this is the case
5. Buy the best you can afford
6. Be familiar with labelling requirements so you can spot fraud
7. Install and use equipment in accordance with the manufacturers' instruction
8. Once purchase and in use, check the condition of equipment regularly
9. Do not rush out and buy equipment such as seats and harnesses as phase one of your car build and then spend five years preparing the car. The homologation could have run out by the time you compete.

## Regulations for consultation

To have your say on the latest proposed rule changes affecting UK motor sports, visit [www.msauk.org/regulations](http://www.msauk.org/regulations)



# Lewis Hamilton wins with ease in Australia as only 11 cars finish

**Lewis Hamilton dominated the Australian Grand Prix to get his world title defence off to the perfect start.**

He drove a measured race, controlling the gap to his Mercedes team-mate Nico Rosberg throughout as the team left the rest of the field behind.

Ferrari's improved form was confirmed as new signing Sebastian Vettel took third, beating Williams's Felipe Massa.

Jenson Button achieved his aim of finishing in the slow and unreliable McLaren-Honda but was 11th and last.

The season started in dramatic style as the field lost three cars even before the start, in front of a capacity crowd in Albert Park under blue Melbourne skies, the warm sunshine tempered by a cool, strong and blustery wind.

Williams's Valtteri Bottas was ordered not to race by the official doctor after suffering an injured disc in his back in qualifying and spending the night in hospital.

McLaren-Honda's poor reliability struck Kevin Magnussen as he headed around to take his place on the grid, the Dane stopping in a cloud of blue smoke between Turns Five and Six.

Red Bull also lost a car before the start, Daniil Kvyat stopping shortly afterwards, just failing to make it around to the pits after hitting gearbox trouble.

With the absence of the Manor Marussia team, who did not run at all throughout the weekend, that meant just 15 cars took the start.

And another was lost within a few hundred metres, as Lotus's Pastor Maldonado was tagged by Felipe Nasr's Sauber at the first corner and spun into the barriers, bringing out the safety car.

When the race finally started, the excitement ebbed away as Hamilton quickly built a lead and then controlled his pace until the first stops, holding it at about two seconds.

It was the same story after their pit stops, Hamilton allowing an initial 4.6-second lead to reduce to the region of two seconds and holding it there.

Arnold Schwarzenegger presented the trophies and did the podium interviews,

Mercedes were in a race of their own at the front and behind them Ferrari managed to get Vettel into third ahead of Massa with clever strategy.

Massa was caught behind Red Bull's Daniel Ricciardo on his first lap after his pit stop and Vettel was ahead when he emerged from his own tyre change two laps later.

The second Ferrari of Kimi Raikkonen, the only leading driver to make two pit stops, dropped back after a slow first stop caused by a problem fitting his left rear.

Raikkonen was planning to challenge Massa after his second stop but after another problem with the same wheel he was sent on his way without it being properly fitted and was forced to pull off just four corners after rejoining.

There will be a post mortem at Ferrari after Raikkonen suffered similar problems at both stops and the team face punishment from the FIA for an unsafe release.

The Finn's retirement promoted Sauber's Felipe Nasr to an impressive fifth place on his debut, to give the struggling Swiss team their first points for more than a year.

The Brazilian held off Ricciardo on a poor weekend for Red Bull, who were only slightly faster than their junior team Toro Rosso.

Novice Carlos Sainz was running strongly in seventh early in the race, just behind Ricciardo, but dropped to the back after a slow pit stop.

Sainz fought back to run eighth in the closing laps, behind Force India's Nico Hulkenberg, but was passed by Sauber's Marcus Ericsson with two laps to go.

Force India's Sergio Perez took the final point, despite a spin when fighting with Button early in the race.

Button languished more than 20 seconds behind the Mexican, lapping more than two seconds off the pace of the next slowest car, but just managed to nurse the car to the flag despite a gearbox problem.

The second Toro Rosso of Max Verstappen, the youngest driver in F1 history, had been promoted to sixth when he retired shortly after half distance.



# Sebastian Vettel beats Lewis Hamilton to shock Malaysia win

**Sebastian Vettel took a sensational maiden victory for Ferrari as he won a straight fight with Lewis Hamilton's Mercedes at the Malaysian Grand Prix.**



Vettel, who joined Ferrari this year as Fernando Alonso's replacement, won a strategic battle as Mercedes struggled with tyres in the tropical heat.

Hamilton's team-mate Nico Rosberg was third from Ferrari's Kimi Raikkonen, who fought back from an early puncture.

The McLarens of Alonso and Jenson Button both retired.

The performance of Ferrari and Vettel was a wake-up call for both Mercedes and Formula 1, the German manufacturer having dominated the sport since the start of last season.

It raises the possibility that Mercedes will face an unexpected fight for this year's world title, with Ferrari very much on the world champions' pace all weekend.

Vettel, who started second, took the lead when Mercedes chose to call in Hamilton for a pit stop during an early safety car period, while Ferrari left the German out on track.

Mercedes preferred to do the majority of the race on the slower hard tyre, finding it had greater resilience on their car.

But Vettel used the faster medium tyre for all but one stint and Hamilton was unable to get on terms.

Vettel was still eight seconds in the lead when he made his first pit stop on lap 17 - 13 laps after Hamilton had stopped under the safety car - and he closed on Hamilton and Rosberg after rejoining in third.

A second stop by Hamilton only seven laps after Vettel's first put him 24 seconds behind the Ferrari, with half the race and one further stop for each remaining.

Mercedes continued to believe they could win until Hamilton made his final stop on lap 38, one after Vettel.

The world champion rejoined 14 seconds behind and, although he was slightly faster than the Ferrari, he was unable to close at anything like the required rate, Vettel holding him at a distance of about 10 seconds.

Tensions within Mercedes were revealed under the pressure of the fight, as Hamilton questioned the team's choice of the hard tyre for the critical final stint, and his engineer told him their only other option was a well-worn set of mediums.

That stemmed from Mercedes' decision to use the faster tyre in the first part of qualifying, a decision based on their preference for the hard as a race tyre, but which meant they only had one set of new mediums remaining for the race.

Vettel's victory was the 40th of his career - only one short of Ayrton Senna, who is third in the all-time list - and the first time Mercedes had been beaten since last July's Hungarian Grand Prix.

And it marks an amazing turnaround by Ferrari, who last year had their worst season for 21 years, managing only two podiums.

The Ferrari's pace in the difficult, tyre-melting conditions was underlined by Raikkonen's recovery to fourth.

He qualified in 11th, lost most of a lap with a puncture on lap two but, helped by the safety car closing up the field, drove well to regain lost ground and get the best possible result.

The Finn was followed by the Williams cars of Valtteri Bottas and Felipe Massa, the Finn passing the Brazilian in spectacular style around the outside of the fast Turn Five on the last lap.

Toro Rosso's 17-year-old Max Verstappen, racing impressively side by side with rivals through the frantic early stages, took seventh, just ahead of team-mate and fellow rookie Carlos Sainz Jr.

Both Red Bull junior team drivers beat the senior team's Daniel Ricciardo and Daniil Kvyat into ninth and 10th.

McLaren's performance had been encouraging while it lasted, Alonso running strongly in ninth place and closing on Kvyat before he was called in to retire with overheating of his hybrid system on lap 21.

Button, who out-qualified Alonso after the Spaniard made a mistake on his final lap on Saturday, was not quite able to match his team-mate's pace in the race and retired from close to the back of the field at about two-thirds distance with turbo failure.



**Sébastien Ogier maintained his unbeaten record in the 2015 FIA World Rally Championship after easing to a third consecutive victory at Rally Guanajuato Mexico**

Ogier had predicted a win was impossible due to an unfavourable start position. But he overcame the odds to win the four-day gravel event by 1min 18.8sec and extend his lead in the drivers' standings to 34 points after three rounds.

Mads Østberg won an exciting all-Norwegian battle for second. He headed Andreas Mikkelsen by 6.3sec after Mikkelsen lost his chance by spinning in this morning's opening stage.

Ogier took the lead on Thursday night's second special stage and was never again headed. Despite opening the roads on Friday and sweeping slippery gravel from the surface, his selection of two soft compound Michelin tyres in unusually cold conditions proved inspired. The Volkswagen Polo R driver smashed his rivals in the 44km El Chocolate test to build a lead. Once Thierry Neuville rolled and team-mate Jari-Matti Latvala retired on Saturday, after hitting a bank and destroying his suspension, Ogier cruised home.

An early spin left Østberg languishing at the bottom of the leaderboard in Citroen's DS 3. He recovered quickly and held off Mikkelsen, who insisted he was driving cautiously to gain experience of roads that were mainly new to him.

Elfyn Evans matched his career-best fourth in a Ford Fiesta RS after a clean run. He was over a minute clear of Dani Sordo, who returned after breaking two ribs in a cycling accident and overcame gearbox problems to drive his Hyundai i20 to fifth.

Czech driver Martin Prokop finished sixth ahead of WRC 2 winner Nasser Al-Attiyah. Neuville recovered to eighth, but slips to third in the championship, with Nicolas Fuchs and Jari Ketomaa completing the top 10.

It was a rally of attrition with Kris Meeke, Hayden Paddon, Robert Kubica, Benito Guerra, Lorenzo Bertelli and Ott Tänak all crashing on Friday's first full day.

Tänak's accident was the most serious, the Estonian and co-driver Raigo Molder escaping from their Fiesta RS seconds before it plunged five metres to the bottom of a lake after rolling. Amazingly the car was winched out of the water and went onto finish the rally. The championship pauses for a seven-week break before Rally Argentina (23 - 26 April).



**DANIEL Barritt and Elfyn Evans equalled their career-best World Rally Championship finish with a fine fourth place in a dramatic Rally Mexico.**

The Barrowford-based navigator and his Welsh driver are now fifth overall in the championship standings after an impressive drive in the M-Sport Fiesta RS.

Evans admitted he was pleased with the performance which he felt was an improvement on the opening two rounds.

He said: "I am extremely happy with my rally and to come away with a strong fourth place equalling my best result, was a big positive," he said.

"From a driving satisfaction point of view I think the pace was much better in Sweden and Monte, but we knew we needed a good result here and that is what we did.

"The main objective was to have a solid, mistake-free run and I think we have done that. Other than hitting a few tyres on the super special we didn't have a single mistake which is something of an achievement here."

But their team-mate Ott Tänak had an incredible weekend in South America when his Fiesta RS went off the road at high-speed, rolling down a bank and into a reservoir.

Tanak and co-driver Raigo Molder were lucky to escape as the water submerged the car for more than 10 hours. Recovering the stricken car, the M-Sport mechanics had the engine fired-up and running just two and a half hours into their service master-class.

Reflecting on the rally, team principal Malcolm Wilson said: "We have come to the end of the rally with what is an absolutely incredible result for the entire team "Elfyn and Dan secured a great fourth place.

# 2015 NESCR0 Classic Challenge

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



**The Challenge.....** are based on an Index of Performance.

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

## 2015 NESCR0 Targa Challenge

As has been noticed over the last two years there is a fairly good interest in the Targa Rally events that are included in the Historic rallies that have run in the NESCR0 Challenge. Therefore in 2015 NESCR0 are introducing The Targa Challenge for the more modern vehicle, basically all prepared to road-rally specification.

The Challenge is not a Championship (awards cannot be presented), so the Challenge is just for fun, see how you can perform against your class rivals. Scores from 5 of the events will be used in the calculations.

**12th April**

**Ilkley Jubilee Rally & Run**

**Ilkley & DMC**

[www.jubilee-rally.org](http://www.jubilee-rally.org)

Ilkley, Yorkshire

Henry Carr 01274 586461

[carrh@btinternet.com](mailto:carrh@btinternet.com)

**2nd / 3rd May**

**Berwick Classic**

**Berwick & District MC Ltd**

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

Berwick upon Tweed / Whitekirk

Stuart Bankier 01289 382025

[stuart@sbankier.wanadoo.co.uk](mailto:stuart@sbankier.wanadoo.co.uk)

**14th June**

**Great Glen Rally**

**Highland Car Club**

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

Fort Augustus / Inverness

Dave Spence

[Dave.spence47@btinternet.com](mailto:Dave.spence47@btinternet.com)

**14th June**

**Shaw Trophy**

**Whickham & District MC**

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

Ronnie Roughead 01661 886845

[r.roughead@btinternet.com](mailto:r.roughead@btinternet.com)

**29th June**

**Lake District Classic**

**Wigton Motor Club Ltd**

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

Ron Palmer 01228 575153

[ronpalmer777@hotmail.com](mailto:ronpalmer777@hotmail.com)

David Agnew 01946 841455

[davidwagnew@aol.com](mailto:davidwagnew@aol.com)

**18th July**

**Summer Lanes Rally**

Queens University (Belfast) MC

[www.motor.club.qub.ac.uk](http://www.motor.club.qub.ac.uk)

Barnscourt, Northern Ireland

Clifford Auld 07713855692.

[hungryauld@btinternet.com](mailto:hungryauld@btinternet.com)

**9th August**

**St Wilfrid's Classic Rally**

**Ripon Motorsport Club**

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

Sam Wainright

[info@riponmotorsportclub.co.uk](mailto:info@riponmotorsportclub.co.uk)

**6th Sept**

**Durham Dales Classic**

**Durham Automobile Club**

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

Nissan, County Durham

Lindsay Burnip

[poshbirdincontrol@sky.com](mailto:poshbirdincontrol@sky.com)

**20th Sept**

**Doonhamer Classic Rally**

**South of Scotland CC**

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

Roland Proudlock 07824 847383

rolandproud-

[lock@annandalefinancial.co.uk](mailto:lock@annandalefinancial.co.uk)

**4th October**

**Devils Own**

**Kirkby Lonsdale MC**

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

Kirkby Lonsdale, Cumbria

Mike Kirk 01539 728832

[MIKEKIRKRALLYING@aol.com](mailto:MIKEKIRKRALLYING@aol.com)

**18th October**

**Solway Classic Weekend**

**Wigton Motor Club Ltd**

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

Graeme Forrester 01900 825642

[graeme@gtforrester.freemove.co.uk](mailto:graeme@gtforrester.freemove.co.uk)

## TARGA CHALLENGE

**The Targa Challenge Rounds**

**Devils Own**

**Berwick Classic**

**Great Glen Rally**

**Lake District Classic**

**Summer Lanes Rally**

**Durham Dales Classic**

**Doonhamer Classic Rally**

**Solway Classic Weekend**

### CLASSIC CHALLENGE

Driver	Pos	Points
Ian Dixon	1	98.9
Ross Butterworth	2	93.3
Jay Coville	3	87.8
Pete Tyson	4	85
Peter Humphrey	5=	76.7
Colin Rose	5=	76.7
John Bertram	5=	76.7
Gillian MacDonald	8	67.1
Sue Hynd	9	65.6
Raymond Rollo	10=	60
Bob McClean	10=	60

Navigator	Pos	Points
Maurice Millar	1	98.9
Ali Proctor	2	93.3
Will Corry	3	87.8
Neil Tyson	4	85
Douglas Humphrey	5=	76.7
Bob Shearer	5=	76.7
Andrew Fish	5=	76.7
May Brown	8	67.1
Tom Hynd	9	65.6
Alan Aitken	10=	60
Sue McClean	10=	60

### TARGA CHALLENGE

Driver	Pos	Points
Stephen Hudson	1	102.3
Sandy Horne Jnr	2	95.7
Grainger Robertson	3	94.6
Ryan Hay	4	86.9
Steven Brown	5	81.4
Donald Wilson	6	79.2
James Morrison	7	71.5
Andy Tong	8	63.8
Norrie Campbell	9	48.5
Martin Farquhar	10	38.6

Navigator	Pos	Points
Richard Crozier	1	102.3
Kirsty Horne	2	95.7
David Robertson	3	94.6
Craig Wallace	4	86.9
Cameron Fair	5	81.4
Harris Wilson	6	79.2
Alan Gordon	7	71.5
Roy MacLennan	8	63.8
Jackie Wood	9	48.5
Calum Jaffray	10	38.6



## THE TEN MINUTE MANAGEMENT COURSE

### Lesson 4

A priest was being honoured at his retirement dinner after 25 years in the parish.

A leading local politician and member of the congregation was chosen to make the presentation and to give a little speech at the dinner

However, the politician was delayed, so the priest decided to say a few words while they waited.

"I got my first impression of the parish from the first confession I heard here. I thought I had been assigned to a terrible place. The first person who entered my confessional told me that he had stolen a television and, when questioned by the police, was able to lie his way out of it. He had stolen money from his parents, embezzled from his employer. Had an affair with his boss's daughter, had sex with his boss's daughter on numerous occasions, taken illegal drugs and had been arrested several times for indecent exposure and kerb crawling.

I was appalled that one person could do so many awful things, but as the days went on, I learned that my parishioners were not all like that and I had, indeed, come to a fine parish full of good and loving people"

Just as the priest had finished his talk, the politician arrived full of apologies for being late. He immediately started on his speech.

"I will never forget the first day our Parish Priest arrived" said the politician "In fact, I had the honour of being the first person to go to him for confession"

### Moral of the Story :

Never arrive late for a meeting

*Continued on page 78*



## CETUS STAGES.

**Three Sisters Race Circuit, Wigan.**

**Sunday 10th. May 2015.**

**£160:00 Entry Fee**

**Mileage: 28 Miles.**

**Number of Stages: 12.**

**Surface: All sealed tarmacadum.**

### Championships:

- 1 The ANWCC Stage Rally Championship 2015.
- 2 The ANWCC All-rounders Championship 2015.
- 3 The ANWCC Ladies Rally Championship 2015.
- 4 The 6R4.com Three Sisters Stage Rally Challenge 2015.
- 5 The SD34MSG Inter Club League 2015 supported by Gazzard Accounts.
- 6 The SD34MSG Stage Rally Championship 2015 supported by Gazzard Accounts.

**Send your entries to The Entries Secretary,  
Helen Fox.,**

**Telephone 01942 715653**

**between the hours of 19:00 – 21:00.**

**Marshal's wanted**

**please Contact Tony Jones Chief Marshal**

**E mail:- [tij909@gmail.com](mailto:tij909@gmail.com)**

**Regulations & Entry Forms can be downloaded at:-**

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

**Closing date for entries: Thursday 8th. May 2015.**



Walking into the pub, Mike said to Charlie behind the bar "Pour me a stiff one : just had a fight with the little woman"

"Oh, yeah?" said Charlie "And how did this one end?"

"When it was over" Mike replied " She came to me on her hands and knees"

"Really" said Charlie "That's a turnaround! What did she say?"

She said " Come out from under that bed and fight like a man"

An Engineer was unemployed for long time. He could not find a job so he opened a medical clinic and puts a sign up outside: "Get your treatment for £500, if not treated get back £1,000."

One Doctor thinks this is a good opportunity to earn £1,000 and goes to his clinic.

Doctor: "I have lost taste in my mouth."

Engineer: "Nurse, please bring medicine from box 22 and put 3 drops in the patient's mouth."

Doctor: "This is Gasoline!"

Engineer: "Congratulations! You've got your taste back. That will be £500."

The Doctor gets annoyed and goes back after a couple of days later to recover his money.

Doctor: "I have lost my memory, I cannot remember anything."

Engineer: "Nurse, please bring medicine from box 22 and put 3 drops in the patient's mouth."

Doctor: "But that is Gasoline!" Engineer: "Congratulations! You've got your memory back. That will be £500."

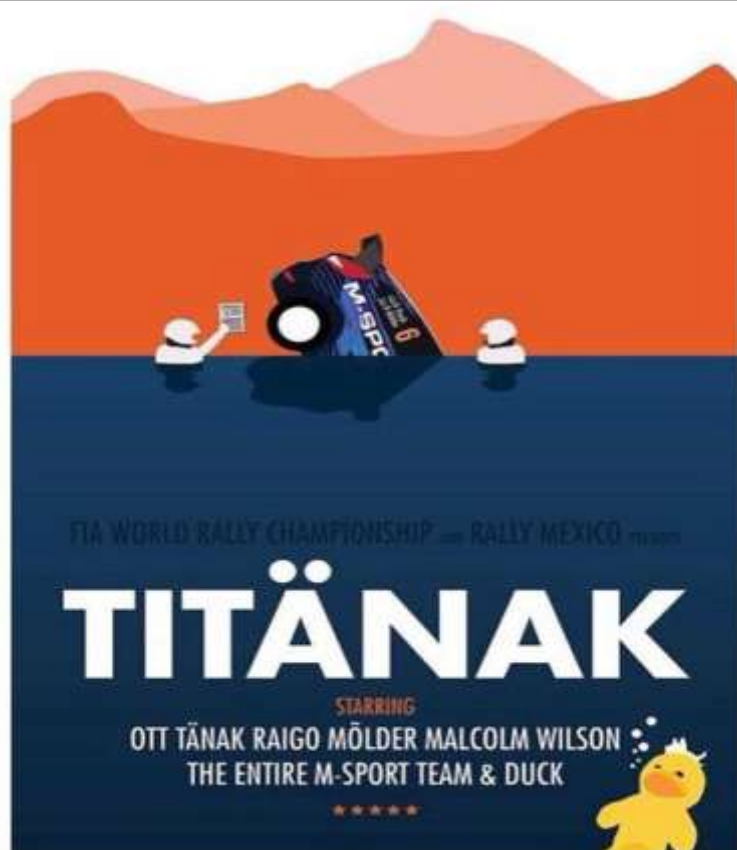
The Doctor leaves angrily and comes back after several more days.

Doctor: "My eyesight has become weak."

Engineer: "Well, I don't have any medicine for this. Take this £1,000."

Doctor: "But this is £500..."

Engineer: "Congratulations! You got your vision back! That will be £500."



## STATION WORKS GARAGE BORDER 100 25/26 APRIL 2015

Welcome to the 2015 "Border 100" Road Rally, which promises, this year, to offer 120 miles of classic Road Rally action on the lanes of maps 125 & 126.

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

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

The 2015 Border 100 rally will be a straight forward no nonsense event on the best lanes of 125 / 126. On the go from the off, with plenty of time to compare your times with competitors and excellent Start / Petrol and Finish venues our objective is to satisfy both Driver and Navigator.

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

We hope you enjoy the event and look forward to welcoming you to Meifod on the 25th April.

To download a copy of the regs please go to the clubs website

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

## COLMAN TYRES RALLY 2015

Ilkley and District Motor Club

are delighted to be able to announce the resurrection of a great name in Rallying and are giving advanced notification of The Coleman Tyres Rally

Starting at approximately 22.00 on

### 29<sup>th</sup> – 30 the August 2015

From Otley Rugby Club

Navigational permit, open to most Cars.

120 + Miles of some of Yorkshires finest Lanes many of which have not been used for some time.

### Maps 98, 99 and 104

90 % Pre-plot route Instructions.

## THE TEN MINUTE MANAGEMENT COURSE Lesson 5

An eagle was sitting on a tree resting, doing nothing. A small rabbit saw the eagle and asked him, 'Can I also sit like you and do nothing?'

The eagle answered: 'Sure, why not.' So, the rabbit sat on the ground below the eagle and rested. All of a sudden, a fox appeared, jumped on the rabbit and ate it.

### Moral of the story:

To be sitting and doing nothing, you must be sitting very, very high up. (unless you are a Turkey see lesson 6)

*Continued on page 79*



**BEATSON'S**  
BUILDING SUPPLIES



**Sponsors of the  
2015 Mull Rally**

**MULL RALLY**

## Seven months to go...

The route for the 2015 Beatson's Building Supplies Mull Rally has been with Police Scotland and Argyll & Bute Council for a while now.

With 18 Special Stages and more competitive mileage planned than for the last few years the challenge of Mull is very much retained.

Friday night may only have 5 stages, but with two of them over 15 miles in length, the rally starts with a bang.

The full route will be announced in May

## Shakedown

Following the running of the shakedown stage in 2014 preliminary negotiations are in place to secure a new venue for 2015 as an opportunity to test the car before the actions starts on Friday night.

## Key dates

13th May - Route reveal

15th July - Regulations

5th Aug - entries open

18th Sept - entries close

9th Oct - 1st car 19:01

## So what's new?

Clerk of the Course, Iain Campbell and Depute Clerk, Andy Jardine have managed to come up with something new each year since 2012. Four years in and it is getting a bit trickier but there are changes afoot for the Mishnish Lochs stages and the return of some favourite stage layouts from a few years ago

## THE TEN MINUTE MANAGEMENT COURSE

### Lesson 6

A turkey was chatting with a bull.

'I would love to be able to get to the top of that tree' sighed the turkey, 'but I haven't got the energy.'

'Well, why don't you nibble on some of my droppings?' replied the bull. They're packed with nutrients.'

The turkey pecked at a lump of dung, and found it actually gave him enough strength to reach the lowest branch of the tree.

The next day, after eating some more dung, he reached the second branch.

Finally after a fourth night, the turkey was proudly perched at the top of the tree.

He was promptly spotted by a farmer, who shot him out of the tree.

### Moral of the story:

Bull Shit might get you to the top, but it won't keep you there..

*Continued on page 85*

# JIM CLARK MUSEUM



Plans to expand and improve a museum celebrating the two-time Formula One world champion Jim Clark have secured a major cash commitment.

Scottish Borders Council has agreed to give more than £500,000 to the project.

The £1.2m scheme would see the existing Jim Clark Room in Duns expanded and enhanced to allow cars and trophies to be put on display.

The aim is to open the museum in 2018 - the 50th anniversary of Clark's death at Hockenheim in Germany aged just 32.

Born in Kilmany in Fife, but raised in Duns in the Borders, Clark was crowned Formula One world champion in 1963 and 1965 and won a total of 25 grand prix races. He is still considered to be one of the finest racing drivers of all time.

The expansion would allow cars driven by Clark during his career to be put on display

He remains the only driver to have won both the Formula One and Indy 500 titles in the same year.

Councillor Vicky Davidson said she was delighted the financial commitment had been confirmed.

"The existing trophy room is a popular visitor attraction in its own right, but what will be created really befits the incredible achievements of this adopted Borderer and unassuming Berwickshire farmer," she said.

"The new museum will give us space to display some of Jim Clark's actual race cars along with his trophies and will put the museum up there with Scotland's foremost visitor attractions.

"The council would like to thank the Jim Clark Trust and its patrons as well as the wider motorsport community for their continuing support."

Doug Niven, who along with Ian Calder represents Clark's family on the Jim Clark Trust, said he looked forward to working with the council to ensure the plans come to fruition.

"Being able to display some of Jim's cars in an expanded museum in Duns has been a long-held dream of many people, and this commitment from the council takes us a lot closer to seeing that achieved," he said.

My neighbours car wouldn't start so he sent for the AA . After a quick look the AA man said your batteries flat. My neighbour said ' What shape should it be?'

# HORIBA D'ISIS STAGES RALLY 2015



## SUPPLEMENTARY REGULATIONS

**25<sup>th</sup> April 2015**

A Qualifying round of the following  
Championships:

Heart of England Rally Championship

ANWCC Stage Rally Championship

Alexander Calder Finacial EMAMC Single Venue Stage Rally Championship

Jelf Motorsport.com Stage Rally Championship

Organised by **Quinton Motor Club Ltd.**

<http://www.Disis-Stages.org.uk>

## **Berwick Classic Historic Rally and the Berwick Classic Targa Rally 2nd & 3rd May**

The organisers of the Berwick Classic Historic Rally and the Berwick Classic Targa Rally welcome enthusiasts to the 2015 Berwick Classic. Regardless of whether you have a classic Mini Cooper S, a Lotus Elan or a Smart Car you will enjoy our relaxed friendly event with a mixture of tests and regularities.

Starting Leg 1 from Berwick-upon-Tweed at 17.00 hrs crews will tackle two regularities and two tests before returning to town for some refreshments in East Ord. Leg 2 sees crews restarting at 09.30 hrs from the Quayside for a trip up the coast to north Berwick with at least fifteen tests and one regularity along the way. There are categories for pre'87 classic cars of all types and a targa event for more modern classics. The entry fee will be £ 110 per car including a picnic lunch on Sunday and a carvery meal at the finish at Whitekirk Golf and Country Club.

For more details contact Stuart Bankier  
on 01289 382025

[stuart@sbankier.wanadoo.co.uk](mailto:stuart@sbankier.wanadoo.co.uk)

or look at the events page on motor club's web site  
**[www.berwickmotorclub.co.uk](http://www.berwickmotorclub.co.uk)**

## Car Trailer Hire



**New Indespension car trailer for hire  
decent deals on days or long term hire  
Ste Hudson 07795 402988**

## **Why I Like Retirement ! Part Three**

I feel like my body has gotten totally out of shape, so I got my doctor's permission to join a fitness club and start exercising.

I decided to take an aerobics class for seniors.

I bent, twisted, gyrated, jumped up and down, and perspired for an hour. But, by the time I got my leotards on, the class was over.

My memory's not as sharp as it used to be.

Also, my memory's not as sharp as it used to be.

Know how to prevent sagging?

Just eat till the wrinkles fill out.

It's scary when you start making the same noises as your coffee maker.

These days about half the stuff in my shopping cart says, 'For fast relief.'

**THE SENILITY PRAYER :**

Grant me the senility to forget the people

I never liked anyway,

the good fortune to run into the ones I do, and

the eyesight to tell the difference.

Now, I think you're supposed to share this with 5 or 6, maybe 10 others. Oh heck, give it to a bunch of your friends if you can remember who they are!

**Always Remember This:**

You don't stop laughing because you grow old,

You grow old because you stop laughing!

**Alan Shaw : Pendle & DMC  
SD34MSG President  
RLO Lancashire**





# **CARLISLE RALLY**

## **25th APRIL**

### **COMPACT PIRELLI RINGS THE CHANGES**

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

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

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

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

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

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



## **Saturday 27<sup>th</sup> June**

### **Cheshire Plains Tour**

The HRCR North West Area will be organising a new event to test the mettle of both navigators and drivers on Saturday 27<sup>th</sup> June. Designed to encourage those who have been active participants in scenic tours to move towards competitive rallies, plus seasoned rally crews, the occasion will be in the form of a tour but with the emphasis on testing the navigator's skills and driver's awareness.

There will be no competitive timing and a variety of navigational styles will be used to determine the route. A number of Controls plus Code Boards will be used to present confirmation that the correct route has been followed. No awards will be offered other than the satisfaction of fully completing the correct route as planned by the organisers.

The event is open to all comers, whether HRCR members or not and a Competition Licence is not required. Classic and interesting cars are welcomed with a maximum entry of 60 cars.

Based mainly in Cheshire, an interesting route of around 160 miles has been planned with the start at Gawsorth Hall, near Congleton, with lunch and the finish near Holmes Chapel.

An entry fee of £59 for a crew of two includes tea/coffee at the start plus a breakfast roll, route instructions, and tour plate. An individual buffet lunch is also included in the entry fee.

Regulations and entry forms are available on the website [www.cheshireplains tour.co.uk](http://www.cheshireplains tour.co.uk) or the Entries Secretary, Anwen Mountford at [entries@cheshireplains tour.co.uk](mailto:entries@cheshireplains tour.co.uk) Ends.

For immediate release 26/2/2015.

For more information contact:

Phil Bateman [philbateman@hotmail.com](mailto:philbateman@hotmail.com)  
07789 921977

## **Clwyd Vale Motor Club**

### **AutoMark Novice Road Rally.**

#### **16/17 May**

Running for the Fourth time, the event is aimed at beginners and novices and will be run in a no-nonsense format, on some of the best rallying roads in North Wales.

We would like to thank our main sponsor Mark Jones of AutoMark, Ruthin for his continued support of the rally.

Regulations will be available on the club website

**[www.cvmc.org.uk](http://www.cvmc.org.uk)** from the beginning of April



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

Welcome to the Cambrian Hyundai Night Owl Rally organised by Aberyswyth & District Motor Club. This year we promise to provide an enjoyable 100 mile route with competitor satisfaction in the forefront of our mind whilst planning the event.

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

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

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

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



**PENDLE  
POWERFEST**

**ALL VEHICLE  
MOTORSHOW**

**MAY 24, 2015**

Hi Everyone, if any of you are over Lancashire/ Yorkshire way we are holding an all vehicle show on the 24th May. We are currently looking for vehicles to display, sponsorship and trade stalls if any of you are interested full details on our website

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

It would be great to get the support of some of the local car clubs and get a good range of vehicles down to the show.

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

A young couple drove several miles down a country road in total silence after a heated argument. Neither wanted to concede their ground. As they passed a farmyard full of pigs, the husband broke the silence with the question "Are they relatives of yours?"

"Yes" replied the wife "I married into the family"

An intellectual is anyone who can listen to the William Tell Overture and not think of the Lone Ranger



**ILKLEY JUBILEE HISTORIC RALLY**  
Newsletter January 2015

Welcome to the Ilkley Jubilee Newsletter with details of the event on Sunday 12<sup>th</sup> April

2014 Jubilee winners John Ruddock and Andy Pullan

**Sunday April 12th**

Event Regulations will be published on 10<sup>th</sup> 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](http://www.jubilee-rally.org) opens on 10<sup>th</sup> January. You can contact the Entries Secretary Sheena Tullie on 01274 569631 (after 16:00)

We use 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.



**Morecambe Car Club**

**The Morecambe Car Club Tour**  
25 April 2015

Welcome to the 2015 Morecambe Car Club Tour. This is the first year of running this event which will take place on Saturday 25th April on some of the roads used in rallies of yesteryear passing places of interest on route. You will also be able to test your driving skills on a couple of driving tests if you require an adrenalin rush these will not be timed just a bit of fun! There will also be a quiz with questions on route and prizes given to the top 3 cars. So come along, have a bit of fun and nostalgia. The finish will be at the packet boat Bolton-le-sands where you can finish the day with a meal provided and a noggin and natter. For more information [www.morecambecarclub.org.uk](http://www.morecambecarclub.org.uk) Or email [morecambecarclub1950@gmail.com](mailto:morecambecarclub1950@gmail.com) Phone Bob 07 969 668 434 or John 07 824 991 845

[morecambecarclub.org.uk](http://morecambecarclub.org.uk)





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



NEWCASTLE

BLACKPOOL

## THE 14<sup>th</sup> RALLY OF THE TESTS

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

WWW.HFROEVENTS.FU



## Trackrod MC

# Lookout Stages

12th April

Melbourne Airfield

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

Regs are on the club website

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

Get your entries in quickly!

# Morecambe Car Club

25th April 2015,

**The Morecambe Tour,**

contact John Pinches or Bob Cordingley.

25/26th July 2015,

**The Morecambe Rally,**

contact Danny Cowell

24/25th October 2015,

**The "Illuminations" Rally,**

contact Derek Shepherd

derekshepherd12@btinternet.com

Dave & Julie Harwood at



## Road & Stage Motorsport Ltd.

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White Lund Industrial Estate,

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

## DOES YOUR EVENT REQUIRE RADIO SAFETY CREWS

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*Bill Wilmer 07973-830705*

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

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Gwynedd. LL61 6YL

Tel: 01248 430015, Mob: 07740 179619  
e-mail: [postmaster@dtlittler.f9.co.uk](mailto:postmaster@dtlittler.f9.co.uk)

## Barbon Hillclimb

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

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



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## THE HUNTSMAN RALLY SATURDAY JULY 4TH 2015.

**Carlton and district motor club.**

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

Early enquiries to secretary of the meeting at  
[vince.cdmc@gmail.com](mailto:vince.cdmc@gmail.com)

## Devizes & D M C Myotis Rally

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

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

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

To give you some idea what we have planned, the event is likely to finish at 1:00am on Easter Sunday, thus, not an 'all-nighter'. There is likely to be a supper halt in the Chippenham area before embarking on the navigational rally. It all looks exciting and we hope that you will appreciate our considerable endeavours to provide you with a challenge that will still incorporate a good proportion of the principles of previous events.

Competitors - We hope to see crews from previous Myotis Rally's come out to compete again. Regulations should be available at the beginning of February 2015. Keep your eyes on the forum and our website [[www.ddmc.co.uk](http://www.ddmc.co.uk)] for more details. We will make a new posting under the name of the revised event when we can tell you more details.

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

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

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

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

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

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



## THE TEN MINUTE MANAGEMENT COURSE

### Lesson 7

A little bird was flying south for the winter. It was so cold the bird froze and fell to the ground into a large field. While he was lying there, a cow came by and dropped some dung on him. As the frozen bird lay there in the pile of cow dung, he began to realize how warm he was. The dung was actually thawing him out!

He lay there all warm and happy, and soon began to sing for joy. A passing cat heard the bird singing and came to investigate. Following the sound, the cat discovered the bird under the pile of cow dung, and promptly dug him out and ate him.

#### Morals of the story:

- (1) Not everyone who shits on you is your enemy.
- (2) Not everyone who gets you out of shit is your friend.
- (3) And when you're in deep shit, it's best not to make a song and dance about it.

**THUS ENDETH**

## THE TEN MINUTE MANAGEMENT COURSE

**Tickets On Sale NOW!!**

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



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

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

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

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

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

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

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

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

**Clitheroe  
& District  
Motor Club**



## PRIMROSE TROPHY Navigational Rally



**25/26<sup>th</sup> April  
2015**

**A Round of :**

**ANCC Road Rally Championship,  
ANEMCC Road Rally Championship,  
ANWCC Road Rally Championship,  
HCRC Premier Rally Championship,  
SD34MSG Road Rally Championship  
SD34MSG Inter-Club League**

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**Mat Kizluk  
07718-054838**

**Maurice Ellison  
07788-723721**

# Liverpool MC 2015 Sprints

Liverpool MC are now taking entries for our April, June & September 2015 Aintree Sprints.

You can enter on-line with our quick & secure booking service. It's now the same price to enter online or by post. You'll avoid the risk of postal loss or delays, you will receive immediate confirmation that we've received your entry, & you don't need a stamp or envelope! Why not join LMC too?

If you enter any three LMC events (sprints, hillclimbs or trackdays), your total discount almost pays for your membership. Enter a fourth event and you are in profit. And membership entitles you to join our popular Speed Championship that takes in up to 23 rounds at 9 of the most popular Sprint and Hillclimb venues in the North, North Wales, and Midlands.

So what are you waiting for? Join LMC today!

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

## Kirkby Lonsdale MC **Devils Own** Classic & Targa Rally Was 29th March

It has been postponed until the

# 4th of October

## Flying Scotsman Rally Friday 17th April to Sunday 19th April

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

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

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



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## 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

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# Acknowledgements

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

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

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

& if I have left you out,  
Sorry and PLEASE tell me

## SD34MSG

### Wednesday 20th May

(3rd Wednesday of every other month)

**8-00pm,**

Hartwood Hall Hotel, Chorley. PR6 7AX

Just off M61 at J8 : 109 / 583 181

## ANCC



**Monday 6th April 2015**

**8.00pm**

Cleckheaton Sports Club, BB19 3UD

Just off Chain Bar Roundabout Junc 26 of the M62

**www.ancc.co.uk**



## ANWCC

Association of North Western Car Clubs

**Monday May 11th 2015**

**8.00pm**

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

**www.anwcc.org**



**07973-816965**

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

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 May edition is Tuesday the 28th April which is due out on Thursday 30th of April**

**PLEASE Email Reports etc. to**

**Maurice Ellison at :  
[sd34news@gmail.com](mailto:sd34news@gmail.com)**

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

## Gemini Communications Team

**www.geminicommunications.org.uk**

**Bill Wilmer 07973-830705**

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