

May 2015 spotlight

www.sd34msg.org.uk



RALLY
NORTH WALES

NORTH WALES RALLY SERVICES

WE Weir Laundry Equipment

Photo Courtesy Keith Lamb : Gemini 9

Volume 5 : Issue 4 : May 2015 : Maurice Ellison

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COMPETITION

Win 2 Tickets for Chateau Impney Hill Climb
on Saturday 11 and Sunday 12 July.

I have 3 sets of 2 Tickets to Give away

**Q. Who will drive six-cylinder, two-litre GN Caesar
Special, which was driven by Doc Taylor at the
original Chateau Impney sprint events prior to 1967.**

Email : sd34news@gmail.com with your answer



Chairman's Chat

As I said last month, another month and a welcome to another club joining the group and this time it is **Matlock Motor Club**. The club is a member of several Regional Associations and many club members compete in road rallies including our championship events. The Dansport Rally is already in our calendar this year but now it will also become an Inter-Club League round so competitors can score points for their club.

I am very pleased that more clubs are joining the group as this will benefit all our clubs and their members as they are exposed to the increasing range of motorsport activities we now have.

Best regards,
Les Fragle,

Chairman/Secretary, SD(34) Motor Sport Group

2015 Multi-Venue Stage Rally Safety Requirements

The MSA project to enhance spectator safety in rallying reached a major milestone with the publication of the *2015 Multi-Venue Stage Rally Safety Requirements*, which set a clear template for how events must be run from 1 June this year.

The new document represents the first tangible result of the MSA's commitment to implementing the recommendations of the Motorsport Event Safety Review (MESR) established by the Scottish Government following the 2014 Jim Clark Rally.

The requirements cover many safety-related topics, including roles and responsibilities, risk management, marshals' training, communication and much more.

They are available on the MSA website.

Rob Jones, MSA Chief Executive, said: "This is an important, comprehensive and detailed piece of work that seeks to set the safety standards for all multi-venue stage rallies in the UK. Many such rallies will already satisfy most of these requirements and will need only to adjust certain elements of their organisation to comply fully. For others it will set a number of new but very achievable targets.

"This is a major milestone in the journey stage rallying is taking to ensure its future. It will be updated later this year for the 2016 season and beyond, with additional guidance toward the content and standardisation of safety manuals, stage set-up diagrams and more." In total the MESR presented 29 recommendations, which the MSA has committed to implementing in a staged manner over the next two years.



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Matlock MC

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Preston MC

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Comprising the following Clubs



Blackpool South Shore Motor Club
www.bssmc.co.uk



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com

Website : www.nwstages.co.uk

Mark Wilkinson - secretary@nwstages.co.uk

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Johnson for more details

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07718 051 882 steve.johnson@csmclub.org

Les Fragle

01995-672230 les.fragle@gmail.com

Maurice Ellison 07788-723721 sd34news@gmail.com

WANTED YOUR Clubs:-

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Forthcoming Club Nights**
Send to : Maurice Ellison

sd34news@gmail.com 07788-723721

*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*

Airdale & Pennine Motor Car Club

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 competitions are run at various times throughout the year.

A busy clubnight meeting saw members brought up to date on the progress of organisation for our two big car trials in the next few weeks.

Arrangements for the Sporting Trial at **Averillside Farm, Warslow, Buxton SK17 0LW** are well underway and canvassing competitors at prior events has indicated that it could be a well attended competition. Some folk will travel hundreds of miles for a free bacon buttie breakfast! That is a tradition we are delighted to maintain. Good access, easy parking and a great venue, combined with free entry for spectators should provide an interesting day's motorsport for all. Marshals will be made welcome and SD34 points are available.

Our **Yorkshire Dales Classic Trial** is just about sorted, the arrangements are very complicated but worthwhile as the sixty five road miles take competitors through superb Yorkshire countryside and along competitive sections on private land that is not normally accessible to the public. A few 4x4 recovery vehicles are needed to help pull out the cars that did not quite make it those last few vital yards to the tops of the hills so get in touch if you want to be involved. Long tow-ropes or winches are useful. Again, marshals will find us very hospitable and SD34 points are there for the earning. Melbourne saw one of our crews get pushed rather too eagerly at speed by another competitor; it was probably a case of the red mist descending that suggested he could get a five foot wide car through a three foot wide gap. Our crew consisted of two regular drivers as neither of their navigators were available and fortunately the more placid one was driving so the ensuing 'conversation' was fairly low key.

The Ilkley Jubilee Classic Rally saw several A&P members out marshalling and despite decent wet weather clothing everyone got soaked. Horizontal rain on the moor-tops with little shelter was fun for only the most dedicated; it was even blowing spray through the drystone walls. The weather in the afternoon was much better but that was too little, too late for some.

One of our Sporting Trial teams scored very few penalty points at an event in Cumbria, achieving second overall. They will be out again on our Pennine Trial on the 26th April and now the task is to get a first.

Matlock MC



We are a MSA (Motorsports Association) recognised club that covers North Derbyshire, including Matlock and Chesterfield and surrounding areas, to further the interests of enthusiasts in motor sports.

The club is primarily involved in road rallying but has members with a wide range of interests in motor sport.

We organise two regional road rallies each year: **The Rally of Derbyshire**, now sponsored by Global Brands' Kick Start, and the **Dansport Road Rally**.

Meetings every 2nd Thursday
from around 8.30pm
at the Black Swan, Ashover MR 119/350 633



Since the last Spotlight for April went out it has been a very busy few weeks for the North West's newest motor club.

Firstly, Preston Motorsport Club received the fantastic news that it has gained MSA recognition towards the end of March, plus agreement to join SD34 MSG.

Preston Motorsport Club then announced that international rally driver Neil Simpson, pictured, had accepted an honorary life membership with the club. Neil, who is originally from Colne, now lives in the Preston area and has two dealerships for SKODA in Preston and Colne.

He will be campaigning an R5 SKODA Fabia later this year but the tie-up is great news, especially for the younger members of the club, some of whom may even have the opportunity to assist in preparation for events. So to Neil, thank you for accepting our life membership honour, we are very pleased to have you and your team on board.

Preston Motorsport Club chairman Kris Coombes then announced that a venue had been confirmed for a small autosolo. The land, off Centurion Way in Leyland, is subject to a one-off usage agreement, as it is soon to be used for housing development. PMC intends to run the event on May 31.

What else has been going on? Member Chris Grimes has been very busy. A technician at ADE Tuning in Darwen, Chris won both races in class F of the CNC Heads sports and saloon car championship at Rockingham race circuit. A very modest young lad who doesn't blow his own trumpet, he races a Mk 3 Ford Escort. And being good at what he does for a living, in May he is servicing for Nigel Worswick on the IMGold Manx National Rally. At the club we have had three club nights since the last Spotlight Bulletin, as we meet only once a fortnight.

We had a quiz night organised by Kris Coombes and it was won by the Phil and Chris Boyle. Phil, who is studying motorsport logistics at Myerscough College, works part time with the M Sport set-up in northern Cumbria and is a very good man to have in your club. At some point in the next few weeks we are hoping to arrange with M Sport to take members up to their HQ for a guided tour.

We also had the second part of our Road Rally Navigation Teach-in for Beginners. Led by Alan Barnes, the gathering looked at rally timing, understanding procedure at a variety of controls, learning about neutral and transport sections, plus a refresher on the rally navigation techniques employed at the previous teach-in, such as herringbones, tulips and spot heights/grid lines.

The third meeting was held on April 28 when Go Motorsport Regional Development Officer Steve Johnson was on hand to explain what he does, about his rich and varied motorsport career, etc. Thanks Steve, the lads and lasses were suitably entertained.

Out on the road, members have been taking part in various events. Kris Coombes and Louis Baines were joined by Jonny Baines for a BLMCC autosolo at Preston Makro car park and Jonny won his class.

Another Preston Motorsport Club member, Jason Knox, competed on a GPMC autosolo in Preston in April, too.

On the road rally front Alan Barnes navigated for long-time rally partner Simon Boardman on the Primrose Road Rally and the pair finished a creditable seventh overall, up against top locals and ANCC contenders from further afield. On the same event Louis Baines and Kris Coombes put in a storming performance to finish 14th overall and first novice crew, after starting at car 29.

They also managed to finish ahead of all the semi-expert crews that finished, so well done you two. Top effort and done with big bushy beards into the bargain!!!



Neil Simpson has been given honorary life membership of Preston Motorsport Club



Continued on Page 8

Preston Motorsport Club

Continued from Page 7

Preston Motorsport Club was well represented on the event, with Mark Shepherd navigating for Danny Cowell. They finished 11th overall. Mark Standen was out with Steve Frost, who finished 12th overall and Paul Gray, in his immaculate Mini Metro, was also competing with Pete Littlefield and they finished 17th overall. And if I have missed anybody please do not be offended!

So what is coming up? We hope to have a strong representation on the forthcoming GPMC Memorial Rally in June. We have several members who are now getting to grips with autosolos and are making tentative first steps towards road rallying and things are looking bright.

Future events and club nights will include more guest speakers, a badly played golf night – we wonder if Clitheroe DMC fancy taking us on in a Ryder Cup fun event? – and more club nights with the emphasis on helping people develop their skills for road rallying.

Until next month ...I thank you for reading this.

Alan Barnes

Preston Motorsport Club

GREAT START:

Preston Motorsport Club secretary Louis Baines (left) and chairman Kris Coombes made a great start to life flying the Preston Motorsport Club banner by taking first novice award and finishing 14th overall on the Clitheroe DMC Primrose Rally. The weirdy beardies also beat all the semi-experts who finished, into the bargain!!!



Preston Motorsport Club

**Meets every second Tuesday at David Lloyd Gym,
Whittle-le-Woods, Chorley PR6 8AB**

Meetings start at 8pm.

**Don't be shy. If you love motorsport and want some fun,
come along!**

Contact: Louis Baines 07792 903166

Forthcoming events:

Tuesday May 12

Treasure hunt on Map 102.

Contact Alan Barnes for more details on 07970 697449

Tuesday May 26

Table Top Rally - Maps 102/97/98/103

ideal preparation for GPMC Memorial Rally

KNOWLEDGE AND KNOW-HOW:

PMC members having a go at a couple of plot and bash tests on the second road rally navigation teach-in, attended by 21 members



MIND BOGGLING FUN:

PMC members get stuck in at the quiz night, won by father and son team Phil and Chris Boyle (pictured far right).



HOTSHOE:

Preston Motorsport Club member Chris Grimes with his Rockingham trophies.





Preston Motorsport Club presents May Treasure Hunt - Tuesday May 12.

**Members and non-members
welcome to take part.**

Participants should meet at the Anderton Arms Car Park, Longsands Lane, Fulwood PR2 9PS, at 19:30 hrs for a briefing before setting out. Cars will be set off at staggered intervals on a leisurely run through the beautiful Lancashire countryside. The finish venue will be The Plough Inn, Grimsargh.

The treasure hunt will use a section of Map 102 and Louis Baines will be able to provide colour photocopies for those who do not own a copy of Map 102.

The route will cover approximately 30 miles and will be defined by simple clues contained in handouts. Tulips, herringbones, grid lines, spot heights and map symbols may be used to define the correct route.

It is advisable that whoever is navigating should bring a poti, if you have one, or a torch or headtorch, in case the event runs slightly into darkness. You will also require roamers, which the club can provide if you do not have one, and a 2B pencil and rubber, which again can be provided. A piece of cardboard approx 450mm x 450mm will be helpful for resting the map section on!

This exercise will assist those who have been attending the basic road rally navigation teach-ins that we have run in recent weeks. However, if you have not attended but fancy a go at a fun event with simple navigation techniques, please feel free to come along. You do not have to be members of PMC to take part. All welcome. For more information email Alan Barnes:

alan@teambarnes.co.uk or ring me on 07970 697449.



On Tuesday April 28 Preston Motorsport Club welcomed Steve Johnson, the MSA's Go Motorsport! North West Regional Development Officer, to give us a talk about what his role entails. A very enlightening evening for members, he discussed ways into motorsport at the bottom end and explained how youngsters can get involved in autosolos and even be offered driver training at regularly held events on our doorstep. Steve also spoke about the need for competitors to have some rudimentary training in use of fire extinguishers and safety equipment, plus the need to acquire basic first aid skills. We found it somewhat of a surprise to learn that Preston Motorsport Club was the first SD34 MSG member club to have invited Steve along to explain about his Go Motorsport role and his passion for safety during his six years working as the RDO. In the near future we will be attending fire safety teach-ins with Steve and undergoing some basic first aid education so that our members are equipped to handle situations as both competitors and marshals. The evening was rounded off with Kris Coombes and Louis Baines detailing their success on the Primrose Road Rally, analysing where it went right, where it went wrong, and all points in between. We also got an insight from members who watched or attended the start of the rally and we explained about the basic nature of the plot and bash information given to competitors on the event. The picture shows PMC committee member Alan Barnes interviewing Steve Johnson in his talk to club members. A very enjoyable, informative evening for everyone who attended. Thanks Steve Johnson for your time!





Mad About Motorsport?

- Why not join the newest club in the Preston area?
- PMC meets fortnightly at the David Lloyd Gym, Moss Lane, Whittle-le-Woods
- Fun meetings, outings, trips to motorsport events
- Meet with like-minded people involved in rallying, track day events, off-road and much more
- Open to junior members from aged 12
- For more information contact Louis Baines on 07792 903166 or email: prestonmotorsportclub@gmail.com

facebook  Preston Motorsport Club is also on Facebook




SUBS ONLY £12 PER YEAR

Bolton-le-Moors MC

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



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:-

•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**



**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

WARRINGTON & DMC

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



Just a few results from the last two events.

From the **Late Table top Rally** we have Ann
McCormack + George Jennings + Karen Birkett all with
top marks (organised by Colin Cresswell).

The Mad March Hairy Scatter (organised by Ste-
phen Ellison and helped a bit by Colin Cresswell).

4th/ Denise Burns and Mark Carter 8points 27.3 miles

3rd/ John Boggs and Karen Birkett 12points 28 miles

2nd/ Ann McCormack and Steve Prince 14points 31
miles

1st/ Simon Smith and Phil Kelly 15 points 33.4 miles

Well done again to Simon and Phil on yet another
great outing. Just pipped at the post was Ann & Steve
who unfortunately wrote down one of the code boards
wrong frown emoticon . A mention about Karen B who
did fantastically well on her first time navigating on a
scatter, well done!! .

Last but not least thanks to Stephen Ellison for organ-
ising a cracking event!.

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.



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

every second & fourth Monday of the month

Marshall's & Timekeepers are required for
The Cetus Stages on Sunday 10th. May 2015.
Food and drinks provided free, first car starts at
10:00 hours all Marshall,s sign on by no later than
09:00 hours.

If you can attend please

Contact Tony Jones Chief Marshal

E mail:- tij909@gmail.com

Garstang & Preston MC

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



clubmans autosolo dates

Four more to come this year

**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



At last Jason Bleakley is awarded the toilet seat for thinking he had blown his Escort up and calling recovery out only to find the H T lead had come off

THE GARSTANG AND PRESTON MC

Memorial Rally 13th /14th JUNE 2015



This year we are running a 95% tarmac, all map reference event on maps 97,98, 102 and 103. The event will again be a fast flowing challenge to both driver and navigator following the same format that has seen the event grow over the past few years. Sump guards are recommended for the more competitive driver but all roads used have been traversed using a standard road going vehicle. All competitors are welcome, and we are pleased to continue our association with SD34, ANWCC, and ANCC Championship.

The Memorial Road Rally is dedicated to the memory of Gordon Musgrave, Peter Duckworth and Paul Coombes who have been instrumental in the development of this popular Northern Road Rally aimed at giving competitors a no nonsense entertaining nights sport and the current organisers are pleased and proud to carry on with the tradition and to be voted best SD34 round in 2010 is a fitting tribute to the work put in by these individuals
The Club wishes all competitors and marshals an enjoyable and safe nights sport.

Regs : www.gpmc.org.uk



Clitheroe & District Motor Club



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

What's On at CDMC

Tuesday 5th May **Primrose Trophy Rally Forum**

Who did What, Where & How etc

Tuesday 12th May **Committee Night**

Club Members are more than welcome to attend and see & hear what goes on behind the scenes and you can also express your opinions. Why not come along - you might actually like it

Tuesday 19th May **AutoSolo & BBQ Bentham (from 7pm)**

Tuesday 26th May *The Tuesday following the Spring Bank Holiday* **Noggin 'n Natter**

Tuesday 2nd June **Ed Graham**

*Chairman of Hexham & DMC
Writes for 'Old Stager'
CofC John Robson Rally
CofC for the Hexham 12 Car Series
On the organising Team
of the Pirelli Rally
Really entertaining
Not to be missed*

Tuesday 16th June **G&PMC Memorial Rally Forum**

Tuesday 30th June **Superstars 2**

Wonder what Heidi has up her sleeve for this one ?

April 2015 Clubnights

Tuesday 28th April : **Phil Sandham**



When Phil was 18 used to go watch his brother do auto test with mcc. Decided to have a go, did 2 events came 3rd in class on 3rd auto test his dad turned up and caught him doing the auto test in his mums car

Then started doing 12 cars won first two mcc 12 car series he entered 1st rally he did was the hall trophy as a driver, got 34 fails !! Did a few more with different navigators, kept having issues with brakes in the mini and had a few offs. Final mini had a 1293 engine and a lsd.

Sold mini and got into stage rallies and bought a Vauxhall Firenza which he used on stage and road rallies, John mort sat in with him on illuminations rally. Then bought a 1300 Vauxhall chevette which he kept blowing engine on ended up changing it to a 1900 cc engine last season in that was 1979.

Won mcc trophy that year which had been an ambition.

1980 started running his own business and retired from driving. Was approached by Pete Tyson to do a few rallies in his 2.0 mk2 escort as a navigator from meeting drivers he ended up doing Northumbria stages with Dave Metcalfe ended up doing a couple of season with him in the btrda This led to other championships including a European event in Germany rallying through the vineyards and even a stage on the Nurburgring, ended up 7th overall on a 250 car entry

Stuck with Dave for a few years ended up doing Manx national a few times as well as Welsh English and Scottish championships. Then did the rac rally in a Vauxhall Astra with Dave. Ended up dropping it off the road on the 3rd day and retired.

Then 86 ended up leaving Dave and jumping in with John mort, did rac in 87 with him and managed to finish it. Started doing European events with mort. Got the opportunity to sit in with Drew Gallagher who was 3 x Scottish champion did the McRae stages with him and was an amazing experience. Did a few more with Drew ended up in a 4wd Sierra cosworth.

Drew ended up losing his life in 97, had the opportunity to sit in with his son Andrew for a couple of events who then vanished off the scene to do touring car racing

Did rac in 96 with Steve "Ivor" the driver, was leading by 7 mins in class and he ended up drowning it out in a water splash in a stately home

Doing a few events with Nigel feeney did nw stages this year and got 3rd overall looking at doing some late this year

Got involved with Scottish juniors over the last 3 years and has been sat in with loads of young drivers passing on his experience to young drivers

40 + years involved in motorsport

Darren Atkinson the fastest Tarmac driver he's ever sat with but very stressful navigating for him. He's very very quick car was really reliable until about 18 months ago then been plagued with issues.

Clitheroe & District Motor Club



And still more
to come in June
Out & About Days

Sunday 7th June

Myerscough College Open Day AutoSolo



**Myerscough
College**
Providing opportunities for all



Fun day out for the whole family with an AutoSolo PCA thrown in for good measure. Plenty for the wife & kids to see & do whilst we have a little play. No entry fee. Cash Prizes. Regs soon on the CDMC website. Other clubs members more than welcome to come and join us - the more the merrier (Promote your club to over 15,000 people)

**Tuesday 23rd June
Grass Autotest**



Same Format & Location as last year. Lots of laughs.
None damaging.
Bring a Pic-Nic
Watch the website for details

Lancashire A.C.

EVENT DIARY 2015



SAT 9th MAY

FELLSMAN CLASSIC

John Hartley is Clerk of the course on this years Fellsman Classic Tour, on the 9th May.

The event starts and finishes at MittonHall.

The route will be approximately 150 miles, on 98,103 and 104.

For more details contact secretary of the meeting Mike Raven. 01772 862364

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.

WALLASEY MC



The Club Meets at
9-00pm

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

Gemini

Communications Team
MOTORSPORT MANAGEMENT
SAFETY SYSTEMS

Serving Motorsport for 45 Years

www.geminicomcommunications.org.uk ,

Bill Wilmer 07973-830705,

w.wilmer@btinternet.com

2015 SD34MSG Under 18 Championship Registration Form

Name

Address

.....

.....

.....

Post Code e-mail

Tel No Home Mobile

SD34 Nominated Club (1 only)

Age on 1st January 2015 DOB

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

Signature Date

Please return the completed form to the championship compiler.

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

Alan Shaw

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

Tel : 01282602195 email : shawalan.555@btinternet.com

SD34MSG Under 18 Championship Regulations

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

Scoring

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

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

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

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

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

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

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

2015 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME;

ADDRESS;

.....

.....

POSTCODE;

HOME TEL. NO;

MOBILE NO;

E-MAIL ADDRESS;

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

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

Please register me for the SD34 Championships listed below;

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

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

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

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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	332	1	1
Bolton-le-Moors CC	228	2	2
U17MC-NW	187	3	3
Warrington & DMC	176	4	4
Stockport061 MC	172	5	5
Garstang & Preston MC	157	6	6
Wigan & DMC	90	7	10
Pendle & DMC	39	8	15

Division B

Club	Points	Div	O/A
Manx AS	82	1	11
Accrington MSC	80	2	12
Wallasey MC	59	3	13
CSMA (NW)	27	4	16
High Moor MC	20	5	17
Bury AC	0	= 8	= 18
Lancashire A.C.	0	= 8	= 18
Lightning MSC	0	= 8	= 18

Division C

Club	Points	Div	O/A
Blackpool South Shore MC	134	1	7
Liverpool MC	127	2	8
Knowl Dale MC	109	3	9
Hexham & DMC	49	4	14
Preston MC	0	= 5	= 18
Matlock MC	0	= 5	= 18
Larne MC	0	= 5	= 18
2300	0	= 5	= 18
Airedale & Pennine MMC	0	= 5	= 18
Motorsport NW Ltd	0	= 5	= 18
Mull CC	0	= 5	= 18

Last Updated 2nd April 2015

SD34 MSG 2015 Stage Rally Championship Rounds

Date	Club	Event
8/9 May	Manx Auto Sport	Manx National
10 May	Wigan & DMC	Cetus Stages
18 July	Manx Auto Sport	Dave Corris
4/5 July	Wallasey MC	Promenade Stages
27 Sept	PDMC & GPMC	Heroes Stages
9/11 Oct	Mull CC	Mull Rally
6/7 Nov	Manx Auto Sport	Poker Stars
7 Nov	Bolton-le-Moors CC	Neil Howard
21 Nov	Clitheroe & DMC	Hall Trophy

SD34 MSG 2015 Road Rally Championship Rounds

Date	Club	Event
9 May	Stockport061 MC	Altratech061 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

2015 SD34MSG

MARSHALS CHAMPIONSHIP

Last updated 2nd April 2015

Airedale & Pennine MMC

Accrington MSC

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

Blackpool South Shore MC

Bolton-le-Moors MC

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

Total Club Marshalling Points : 220

Bury AC

Clitheroe & DMC

Maurice Ellison	30	Heidi Woodcock	30
Chris Woodcock	30	Paul Moon	20
Alex Harpur	10	Mat Kiziuk	10
Steve Lewis	10	Jez Turner	10
Paul Buckel	10	Steve Butler	10

Total Club Marshalling Points : 170

CSMA (NW)

Garstang & Preston MC

Les Fragle	30	Jason Bleakley	30
David Nolan	30	Louise Baines	10
Graham Chesters	20	Kris Coombes	10
Margaret Duckworth	20	Ian Farnworth	10
Steve Kenyon	20	Peter Shuttleworth	10
Karen Whittam	20	Jason McTear	10

Total Club Marshalling Points : 220

High Moor MC

Garry Jakeman	20	Matthew Jakeman	20
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Total Club Marshalling Points : 40

Hexham & DMC

Knowldale CC

Larne CC

Lightning MSC

Liverpool MC

Andy Fell	20	Kevin Jessop	20
Bill Gray	20	John Harden	20
David Hunt	20	Jon Hunt	10
Geoff Maine	10	Phil Gough	10
Paul Wilkinson	10	Lee Hayes	10
Phil Howard	10	John Hunter	10
Don Robinson	10		

Total Club Marshalling Points : 180

Lancashire A.C.

David Bell	20
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Total Club Marshalling Points : 20

Matlock MC

Manx AC

Mull CC

Motorsport NW Ltd.

Pendle & DMC

Les Eltringham	50	Alan Shaw	50
Peter Wright	20		

Total Club Marshalling Points : 120

Preston MC

Stockport 061

Andy Chambers	20	Rick Ekin	20
Alan Ogden	20	Andy Turner	20
Ken Wilkinson	20	John Bell	10
Dan Chambers	10	Dave Coulson	10
John Coulson	10	Mari Creacell	10
Daryl ?	10	Andy Elliott	10
Phil Hesketh	10	William Kelly	10
Ian Mather	10	Jack Mather	10
Lindsey Mather	10	Anthony Miles	10
Chris Miles	10	Dave Moore	10
Hazel Payne	10	Martin Payne	10
Sarah Payne	10	Julian Russell	10
Nancy Russell	10	Scott Russell	10
? Thompson	10	Matthew Turner	10
Mark Wilkinson	10	Steph Wilkinson	10
Sarah-Jayne Wilkinson	10		

Total Club Marshalling Points : 360

U17Club NW

Roger Barfield	10
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Total Club Marshalling Points : 10

Wallasey MC

Warrington & DMC

Robert O'Brien	40	William O'Brien	40
Anne McCormamack	20	Dave Read	20
Colin Burgess	10	Alan Burns	10
Colin Cresswell	10	Alan Crossley	10
Stephen Ellison	10	Ian Heywood	10
Adrian Lloyd	10	Steve Price	10

Total Club Marshalling Points : 200

Wigan MC

2300 MC



SD34MSG 2015 Championships Current Standings

Road Rally Championship

O/A	Driver	pts	Class	Club	Scores
1	Pete Jagger	23	E	BLMCC	3
2	Myles Gleaves	22	E	G&PMC	2
3	Steve Mitchell	21	E	CDMC	3
= 4	Martin Lloyd	20	E	S061MC	2
= 4	Tony Harrison	20	E	CDMC	3
6	Mark Johnson	19	E	CDMC	2
= 7	Ayrton Harrison	18	E	CDMC	3
= 7	James Taylor	18	E	CDMC	2
9	Simon Boardman	15	E	CDMC	2
10	Mark Standen	13	E	G&PMC	2
11	Matthew Broadbent	11	E	KMC	1
12	Paul Gray	10	S/E	CDMC	2
= 13	Richard Hunter	9	E	AMSC	1
= 13	Mark Warburton	9	N	CDMC	1
= 13	Pete Tyson	9	E	CDMC	2
= 13	Ian Bruce	9	E	BLMCC	2
= 13	Paul Buckel	9	E	CDMC	1
= 13	Jason McTear	9	E	CDMC	1
19	Louis Baines	6	N	PMC	1
20	Dave Whittaker	5	E	CDMC	1

O/A	Navigator	pts	Class	Club	Scores
1	Gary Evans	28	E	AMSC	3
2	Alan Barnes	23	E	GPMC	3
3	Maurice Ellison	21	E	CDMC	3
= 4	Rob Lloyd	20	E	SO61MC	2
= 4	Ian Mitchell	20	E	CDMC	2
6	Steve Butler	16	E	CDMC	2
7	Jason Crook	13	E	U17MC	2
8	Steve Frost	11	E	GPMC	1
= 9	Paul Taylor	10	E	CDMC	2
= 9	Richard Crozier	10	E	ManxAS	1
10	Neil Harrison	9	E	CDMC	2
11	Ian Graham	6	E	CDMC	1
12	Andrew Long	5	E	BLMCC	1
13	Ian Graham	3	N	CDMC	1

Last updated 29th May 2015

Non Race/Rally Championship

O/A	Competitor	pts	Club
1	Andy Williams	31.72	U17MC
2	Stephen Kennell	31.53	CDMC
3	Phil Clegg	28.95	BLMCC
4	Steve Price	28.68	BLMCC
5	Steve Johnson	20.96	U17MC
6	Steve Lewis	20.55	CDMC
7	David Goodlad	20.00	BLMCC
8	Alec Tonbridge	19.96	BLMCC
9	Roger Barfield	19.76	U17MC
10	Daniel Barker	19.06	AMSC
11	Steve Butler	9.97	CDMC
12	Ian Bruce	9.39	BLMCC

Last updated 2nd April 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	27	U17MC
2	Steve Price	Y	13	BLMCC
2	Steve Butler	Y	13	CDMC
4	Roger Barfield	Y	11	U17MC
5	Terry Martin	N	20	CDMC
5	Andy Williams	N	20	U17MC
7	Steve Lewis	N	19	CDMC
7	Alexander Tait	N	19	U17MC
9	Stephen Kennell	N	18	CDMC
10	Phil Clegg	N	10	BLMCC
10	Antony Dixon	N	10	CDMC
10	Maurice Ellison	N	10	CDMC
10	Gary Jakeman	N	10	HMMC
10	James Williams	N	10	U17MC
15	David Goodlad	N	9	BLMCC
15	Scott MacMahon	N	9	U17MC
15	Ryan Moyler	N	9	CDMC
15	Ian Bruce	N	9	BLMCC
15	Scott McMahon	N	9	U17MC
15	Ryan Moyler	N	9	CDMC

Last updated 5h March 2015

U18 Championship

O/A	Competitor	pts	Club
1	Alexander Tait	29	U17MC
2	James Williams	19	U17MC
3	Scott MacMahon	17	U17MC
4	David Brown	0	KMC
5	Clara Pedley	0	CDMC
6	Grace Pedley	0	CDMC

Last Up Dated 2nd April 2015

SD34MSG Calendar for 2015

Date	Type	League	Club	Title	Venue - Notes
08+09-May	Stage Rally	Yes	Manx Auto Sport	Manx National Rally	Isle of Man
9/10-May	Road Rally	Yes	Stockport 061 MC	Altratech 061 Road Rally	Derbys / Cheshire
10-May	Stage Rally	Yes	Wigan & Dist MC	Cetus Stages	3 Sisters, Wigan
17-May	Autosolo	Yes	CSMA/AMSC	CSMA/AMSC Autosolo 1	Lymm Truckstop Services, M6 Jt 20
17-May	Autotest	Yes	CSMA/AMSC	CSMA/AMSC Autotest 1	Lymm Truckstop Services, M6 Jt 20
17-May	PCA	Yes	CSMA/AMSC	CSMA/AMSC PCA 1	Lymm Truckstop Services, M6 Jt 20
7-Jun	Autosolo	Yes	Bolton-le-Moors CC	Bolton June Autosolo	Makro Preston
7-Jun	Autotest	Yes	Bolton-le-Moors CC	Bolton June Autotest	Makro Preston
7-Jun	PCA	Yes	Bolton-le-Moors CC	Bolton June PCA	Makro Preston
7-Jun	Stage Rally	Yes	Blackpool SSMC	Keith Frecker Memorial Stages	Weeton Barracks
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

Primrose Road Rally

After my trials and tribulations on the Ryemoor and the John Robson rallies back in March, it was something of a pleasant change to actually get back on to home territory for the Clitheroe & District Motor Club-organised Primrose Road Rally.

It is an event that Simon Boardman and myself had been looking forward to, ever since walking away from last year's inaugural full National B event having secured third place overall, to this date still our best ever result individually or collectively.

Clerk of the course Matt Kiziuk and his more than able deputy Maurice Ellison had promised a navigational permit rally with easy plot and bash, and having coped well enough last year I expected nothing more challenging for the few remaining brain cells I have left after a lifetime of red wine abuse.

And that proved to be the case, though I didn't quite understand why crews had several sheets of A4 for writing down codeboards – unless the organisers just wanted to make life that little bit more inconvenient for the crews. I now know it was because Maurice wanted bigger boxes to write codeboards down in so that they did not overlap as might have been the case, had smaller boxes been used.

But just chucking in my two pennorth, it is not like there isn't quite enough for modern rally navigators to handle on the night, what with map reading, keeping an eye on timing, getting codeboards signed, passage checks signed, dealing with NAM diagrams etc, etc. Maybe next year the code-board cards will be a bit more manageable?

Anyway, I digress. Back to the event and it was a belter of a route and presented a sterner challenge than the 2014 version because, being an ANWCC and ANCC round this year, several of the boys contesting it had travelled over from the dark side, ie Yo'kshire, to try to show the locals a thing or two.

On the night they failed to dent a North West triumvirate of Dan Willan (winner), Myles Gleave (second overall) and Simon Harrison (third).

But it was a quality entry with the expert class extending all the way down to car 24. I will talk about the problem this creates later, with a vacuum not being filled adequately by semis and novices...all clubs need to address this very important subject or the sport may die out. And remember what I said in the April Spotlight Bulletin in relation to the Ryemoor and the scarcity of crews.

Simon and myself were seeded at car 12. I told him before the rally that if we had an incident-free run I would expect a top-eight finish, given the quality of the field...and that is exactly what happened as we secured seventh overall and fourth expert.

Others will no doubt tell you where the route took us, but loosely we started just north of Burton in Kendal and headed north up to Killington before dropping back down Map 97 and seeing the cars head through Halton Park before the final test of the first half incorporating the white from opposite Denny Beck Lane down to Lancaster Moor Hospital, as it was.



Photos courtesy of Phil James
PRO-RALLY PHOTOGRAPHY

Pro-Rally.co.uk

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Primrose Trophy Rally

Cpontinued from Page 21

So what of the first half route? It was slotty, there were umpteen NAMs and codeboards and Regularity 1 was approximately 24 miles in length, with Simon admitting he had got sweat on. It was good fun and reminded me of the old Motoring News days when on one particular Illuminations Rally – I think it was 1987 – when there was an 80-mile selective! Eeh, they were the days!

Several crews cleaned the first half while we dropped one minute 40 seconds, with 40 seconds dropped on one of the sections between intermediate regularity controls up near Killington and dropping a minute because of congestion entering the NAM at the end of test the last test before petrol. We arrived inside our due minute and with hindsight I should have got the harnesses off, walked up to the marshal and asked for our time. I will remember that next time I encounter such a scenario. Still learning, you see.

The second half took crews down through Nicky Nook and Pedders Wood on Map 102 before turning north to cross Harrisend Fell before turning east for an assault on the Trough of Bowland.

Simon was definitely on it along this section as they are roads he knows pretty well. However, the pace of Dan. Myles and Mr Harrison must have been something else because they battered us, time-wise, and believe me, Simon was trying!

After that came Lythe Fell and then via White Moss to Wray, then from Wray via Haylots and Littleedale to Rigg Lane and a sneaky NAM that only doggers and marijuana bandits would know about, one can only assume. LOL. It's a joke chaps, calm down. (Copyright rests with Ivory Tower Publications Ltd).

From there the organisers kept navigators on their toes with a slotty little final flourish taking in Stockabank, the yellow past the mushroom farm at Long Lane, then slotting off to loop round near to Kit Brow before emerging on to the fast yellow past Five lane Ends to the finish near the motorway bridge at Forton Services.

I had kept Simon honest all night with no wrongslots or overshoots to speak of, and the pace was unrelenting. A fabulous rally and a credit to all involved. And thank you all the marshals who stood out on a cold night..

Now I know how much work goes into organising an event like this after clerking the Preston Regardless last November. And I think SD34 Spotlight editor Maurice Ellison deserves huge credit, probably more so than Matt K, for the effort that went into putting this event on. Maurice looked after a lot of the PR work and the paperwork. Well done Mo, you are a star and despite your excursion on the night in the course opening car you still deserve your nine points for marshalling!.

Right, that's the report done. Criticisms? Other than the codeboard cards, just one. The timing on the neutrals was obviously causing problems for the non-locals because car 11, Richard Hemmingway and Gary Evans, dropped back onto our due minute at the start of the first section and we effectively ran on the same minute as them and David and Yvonne Wainwright all the way through the first half.

The same thing happened at the start of the second half and how I wish the section round Shireshead Chapel at Forton and down past the trout fishery at Cleveley Bank had been run competitively, as the maze-like nature of this section would have caught out a few crews and helped us to do better at the end of the night. You can't beat local knowledge!

Yes, we could have dropped a minute in a neutral to give ourselves a clear run but we didn't, opting instead to keep on the pace being set by Messrs Hemmingway and Wainwright – and they did pull us along!

Now to matters more serious. Where are we, as motor clubs, going to attract a glut of novice rally crews from? The situation is becoming serious now and we need to act and fast.

At Preston Motorsport Club we are trying to do our bit and we have organised two road rally navigation teach-ins so far since becoming MSA recognised at the tail end of March.

We need other clubs to do the same and perhaps the more active SD34 member clubs could organise an inter-club table-top competition, with several clubs taking turns to run them? It has been done before, I know, but possibly needs revisiting.

Maybe a few more 12 cars need to be staged or navigational scatters, even treasure hunts, but anything that encourages younger enthusiasts to get in a car with a map and a poti, while another one drives, can only help.

These are the facts. On the night there were 23 experts, five semi crews and three novices. Two of the novice crews were out before petrol although the remaining novice crew,, Louis Baines and Kris Coombes, of Preston Motorsport Club, won the class, finishing 14th overall and beating those semi-experts that made it to the end, into the bargain. Well done lads.

Something needs to be done. Dan Willan runs great little 12 car events up on map 97, and he is a busy man running his own business.

Quite clearly clubs need to do more or road rallying in the North West is in peril. Can I ask anyone reading this to remember to put it on the agenda at your next club committee meeting and bounce a few ideas off each other?

Maybe it should be on the agenda at a future SD34 meeting?

It wouldn't hurt.

Alan Barnes : Preston Motorsport Club



Photo Courtesy of John Gorton



The Pirelli Carlisle Rally April 2015

After what seemed a lengthy break after the Mid-Wales the historic crews headed up to Carlisle for the Pirelli,

which this year was a 50-mile hoon through the best of tracks that Kielder has to offer....in theory! The Sunbeam had had the gearbox out and rebuilt after difficulty selecting a gear in Wales but Hopkins and our one man service crew Ian Beveridge (the Volvo being rested at the moment) arrived in a sunny Carlisle in good time at the huge Auction Mart. After the usual abuse about my silver suit and healthy appetite Dave and I entered scrutineering where we had a lengthy chat about the scrutineers Hillman Imp he is building and duly passed with no issues although Dave's "chicken shit" welding on the seat rails was commented upon! Maybe with new seats on the way shortly it might be sensible to get a proper welder to re do the rails Dave.....Now the IBIS hotel in Carlisle may be the standard type of fare but the advantage it does have is that is directly situated next to a Pole and Lap dancing club...so I thought this was going to be a good night...so wrong was I as both Hopkins and Beveridge felt tired at 21.30 hrs. and asked the hotel if they had some hot chocolate before they tucked themselves up in bed!! Have drivers given up on the partying.....where is Terry Martin (CDMC) when you need him!?

The day dawned with drizzle covering the well done ceremonial start in the historic town square but on the 50 mile run out to Kielder the weather improved immeasurably and after a quick stop for fuel (circa 4 mpg on stage...) we arrived at the first stage arrival control...where the LH front brake caliper attempted to come off! Panicking slightly Dave managed to take on of the tailgate securing pins out and replace the missing caliper bolt as a temporary repair....we started the stage late on the brink of going out of the event however it held firm for 2 1/2 stages until about 2 miles from the end of the 3rd stage it too disappeared. There was obviously a big problem and finding a junction to stop at we got out to discover the LH tyre punctured, the wheel rim knackered and the tailgate pin missing from the caliper, which had been trying to make a break for freedom. Taking the last remaining tailgate pin and re-securing the caliper and replacing the rim got us a stage maximum although it was a short distance to service from the stage finish. A set of scrounged bolts later (thanks guys) effected a more permanent repair and and so we set off for the second half without wondering if the brakes would work when the pedal was pressed...we went ok I thought but the times proved slightly disappointing when viewed later. It made us think that the 1600 Escorts certainly have a horse-power advantage as we don't think we could go a lot faster without taking big risks....maybe its an age thing but all the crews are our age or more!

The stages themselves.....we both thought they would be smoother than they actually were, as all the pre-event publicity had promised "grade A" tracks well cable of withstanding 45 tonne loggers and certainly the BRF has been including some criticism of them post event. All forest events (in my limited experience) include some stretches of rougher roads but for me there was slightly too much, some of which could be put down to the fact (post the safety review guideline implementation) that we are now running at the tail-end of the field and also it was a double usage event in order to keep the cost down and simplify the organizational manpower needed to run such an event. Some of the Category One guys will not return I feel and I can understand why – you only had to look around at the start at the age and variety of cars in the later slower groupings to realize that these older vehicles will not stand the pounding of events like these on a regular basis – its all well and fine running an Escort when you can buy any part required relatively easily, but parts for Toyotas, SAABs, Anglia's, Cortina's, Porsches, Sunbeams, Minis, Imps are getting extremely hard to source and so the owners of 40/50 year old cars will not be inclined to enter I feel. I think even the seasoned rally fan would like to see a bit more variety as well...not sure what the answer is but it will be interesting to see how the entries hold out...or not. As an aside don't think we have ever seen so many cars off the road...even on the first run through....lots of people trying obviously...maybe that's our problem! We were at least pleased to finish, although by the sound of it the car will need yet another exhaust and a good check over underneath prior to the Severn Valley in late May. I duly stopped off on the way home at Carnforth for a spot of CDMC Primrose Rally (which seemed to be a success) marshaling and got to bed as the light started to think about re-appearing on Sunday – knackered again but a good weekend overall.

Regards

Varty : The ageing co-driver. (AKA Tony Vart : Clitheroe & DMC)

SUCCESSIVE BHRC VICTORIES FOR IN FORM ELLIOTT

Nick Elliott and Dave Price recorded their second straight BHRC win of the season with victory on the 2015 Pirelli Carlisle Rally; the third time that Elliott has claimed historic glory on this event.

The third round of the British Historic Rally Championship saw the teams head to English border country for 6 stages within the super fast Kielder Forest complex; the new compact format a clear hit with the competitors as 97 cars made the start of the combined National A and National B events. After two years in the doldrums, the BHRC has been invigorated by a change in organising team to the RAC Motor Club for 2015; just the motivation to convince me to make the 500 mile round trip to the 'Pirelli' for the first time since 2012.

With the forestry gates finally opened at the White Sike spectator car park we made our way to junction 7 of stage 2 where Nick Elliott was as neat and tidy as ever around the open uphill hairpin left. This approach allowed the Cheltenham man to increase his overall lead to 12.6 seconds over the chasing Matthew Robinson and Sam Collis. Earlier, Elliott, with Dave Price alongside, had been electric out of the blocks, setting a time that was 2.5 seconds quicker than any other historic and crucially 10.6 seconds faster than Robinson on stage 1.

Meanwhile Joe Price had made a mighty impressive start to the event; the Kielder debutant, ably assisted by previous winner Chris Brooks, was lying 4th, just 20 seconds behind the leader and 8 seconds behind third placed Meirion and Steffan Evans after the first 2 stages.

It would all go horribly wrong for both Price and Evans on stage 3 however, with Price dropping nearly 4 minutes and Evans' out of the event following an excursion to one of Kielder's many deep ditches. The Welshman was joined on the retirements list by Richard Hill and Iwan Jones who had been lying in 7th after stage 2 but were another front running crew to fall victim of a Buck Fell trench. As the vastly experienced Bob Bean discovered at our location in White Sike, once you are in there is no getting out! Upfront the event was fast becoming a duel between Elliott and Robinson after the Yorkshireman was able to trim Elliott's lead to 9.5 seconds by the time the crews arrived at the halfway service halt. However, given Elliott's uncanny knack of remembering stages, Robinson would have to be at his very best over the afternoon repeated route to catch the reigning RAC champion.

And while Robinson was able to better his morning times on both the drier afternoon runs of Black Craggs and White Sike, Elliott, true to form, was able to go that little bit quicker, inching his lead out to 11.1 seconds with just 1 stage to run. It was all looking very rosy for the Cheltenham based crew.



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Pirelli Carlisle Rally

Continued from Page 24

Meanwhile, championship leaders coming into the Pirelli, Jason Pritchard and Phil Clarke, had been lying in fifth place at the halfway point after taking some time to get up to speed in unfamiliar territory. Having been all set for an afternoon charge however their day would come to an unfortunate end at the finish of stage 4 with the immaculately turned out RS1800 suffering from clutch failure.

Back at the front, the gap was realistically just too big for Robinson to close on the final stage without a mistake from Elliott. And whilst the Kellands.com sponsored Ford Pilot recorded a relatively conservative time on the second running of Buck Fell, it was still fast enough to take his third Pirelli Historic rally victory by 7.7 seconds to follow on from his successes in 2011 and 2012. Robinson will feel that this was a good opportunity to beat Elliott, however there is all to play for as only 6 points separate the two competitors after 3 rounds of the series.

CATEGORY 3

Behind the front two, Paul Barrett and Dai Roberts put in a stellar performance in their pinto powered MK2 to come home third overall in the National A Historic event and first in class D3. This has to be one of the stand-out performances of the day, especially considering they beat the evergreen Steve Bannister by nearly 30 seconds which is a more than suitable benchmark for any competing crew in the North of England. To add more perspective to this result, Ben Friend and Clifff Simmons, who themselves are no slouch, came home second in class and 18th National A Historic, but over 3 minutes behind the Northern Irishman!

Peter Smith and Patrick Walsh may have been the only crew competing in Class D4 however 13th historic competitor home represented a more than respectable result in their Opel Kadett against some very powerful machinery.

In Class F2, Tomas Davies and Gwynfor Jones made the most of Jason Pritchard's clutch problems to register class victory with 14th in the National A Historic event. The Welsh duo may not have been as far up the order as they have become accustomed to but did enough to take class honours by nearly three minutes.

Meanwhile Chris Skill and Ken Bills claimed the combined D1/D2 class victory with 45th overall in the combined event. The 1600 MK2 Escort duo finishing over 4 minutes clear of Toyota Corolla crew John Midgley and John Pullan.

CATEGORY 2

David Stokes and Guy Weaver were yet again the crew to beat in class C5. However it was John Perrott and Keaton Williams who lead the combined C4/C5 class at the half-way mark in their similar MK1 Escort. Rupert Lomax had also been ahead of the category stalwarts before a slow time in Buck fell as a result of an off and puncture caused he and Rich Jones to drop back; an off which Lomax would go on to rue as he was quickest in class over all three of the afternoons stages.

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Pirelli Carlisle Rally **Continued from Page 25**

Perrott meanwhile could not match the pace of his rivals over the drier afternoon loop due to a noisy diff bearing, and when combined with a 2 minute penalty for checking in early for stage 6 the Welshman dropped to 6th in class by the end of the event.

Consistency was the key for Stokes and Weaver; the pairing were not quickest in class on any of the six stages, partially as a result of clutch problems in the morning, but managed strong clean runs nonetheless to end the day in 9th position overall in the National A Historic event and on top of the Category 2 results. Warren Philliskirk and Nigel Hutchinson rounded off a good performance by passing rally legend Jimmy McRae on the final stage to come home second in class, while McRae and Pauline Gullick's time was still good enough to register third in their awesome V8 Firenza Can-Am.

Class C3 victory went the way of James Slaughter and Keegan Rees in their MK1 Escort. The Ford pair were quickest in class on every stage of the event to take a convincing 2 minute 21 second victory over the similar machine of Phil Jobson and Arwel Jenkins and the BMW of Terry Cree and Richard Shores.

In the combined C1/C2 class Robin Shuttleworth and Ronnie Roughead held a convincing 26 second lead over Dave Watkins and Thomas Jordan at the halfway service halt. However the drier afternoon stages must have suited the Avenger crew of Barry Jordan and James Gratton-Smith as the Geoff Jones Motorsport prepared machine reeled in both aforementioned Escort crews to record the class win by 15.6 seconds.

CATEGORY 1

The rough nature of the stages really impacted the more delicate category 1 historic machines; a class which was already down on numbers as a result of the MSA's decision to enforce performance based seeding.

In a category usually dominated by Porsche, Paul Mankin and Desmond Bell ended the day with category victory in their B4 specification Lotus Cortina; getting the better of Bob and Dale Gibbons' MK2 1600 GT.

Gibbons would however claim class B3 ahead of the fast charging Malcolm Rich; the Ford Anglia man unable to make up for his dropped time in stage 1, allowing the Mk2 Cortina crew to take class victory by 31.4 seconds.

Meanwhile, given the huge ruts left in White Sike, Phillip Harris and Alan Walker did a great job just to finish in their little B2 class Morris Mini Cooper and although they were the only registered competitor in class more than deserved the winners trophy.

RAC CHAMPIONSHIP

Phil Burton and Mal Capstick utterly dominated the National B event, coming home amongst the lead National A runners to take H2 class victory by over 2 and a half minutes; 5th historic when looking at combined times.



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Pirelli Carlisle Rally **Continued from Page 26**

Class D2 meanwhile went the way of James Potter and Bob Duck, who had to overhaul the fast starting similar Escort of Charlie Taylor and Alan Ward before going on to record a 43.4 second winning margin.

The popular C1 class looked to be heading in the direction of Vince Bristow at the halfway point as he and Tim Sayer had built a lead of over 1 minute. Yet another Kielder ditch was to end the Ford drivers charge however, leaving the way clear for Robert Rook and Miles Cartwright to take the class victory by over 50 seconds; themselves having to catch and pass Stuart and Linda Cariss after a steady start to the event.

Meanwhile Stephen Higgins and Don Bramfoot in their Saab and David Hopkins and Tony Vart in the Sunbeam took the respective B1 and D1 category victories.

MODERN

Peter Taylor and Andrew Roughead were in a class of their own in the Fiesta S2400 as they recorded modern and overall victory on the Pirelli Carlisle Rally. The 4wd Ford pairing finished over 1 minute and 25 seconds ahead of the Citroen DS3 of Daniel McKenna and nearly 2 minutes in front of the Focus WRC of Peter Stephenson and Ian Windress.

MY TWO PENNIES WORTH

I had a thoroughly enjoyable return to the Pirelli rally but after reading and hearing much about the rough nature of the stages and the impact it was having on some of the older and less powerful cars it got me thinking whether spectators really are an issue in Kielder given there was hardly anyone there to cause a problem.

Surely the issue is event specific with tarmac rallies such as the Jim Clark being inherently more dangerous to spectate on, and events like the Wyedean always likely to attract more 'casual fans' due to the close proximity of the stages to local towns and villages! With this in mind surely enforcing performance based seeding on just the rallies with perceived spectator issues would be a better solution. It would be a crying shame if the new regulations further reduce the Category 1 competitors taking part just as historic rallying has reached new heights in terms of entry levels. Everybody loves a MK2 Escort but for me it is the older machinery that makes the event.

I guess one saving grace is the fact that the Kielder forest tracks have always been rough and maybe the Severn Valley will be kinder to those running at the back. But with the recent sad news regarding the cancellation of the Neath Valley Stages as a direct result of the running order regulations you do worry about the future of historic rallying. I hope for the sake of the sport that the MSA have another look at this in the coming weeks ...

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COMBINED RESULTS

1. Peter Taylor / Andrew Roughead | Fiesta S2400 (M3) | 0:48:10.7
2. Nick Elliott / Dave Price | Ford Escort MK2 (D5) | +00:48.6
3. Matthew Robinson / Sam Collis | Ford Escort MK2 (D5) | +00:56.3
4. Daniel McKenna / Andrew Grennan | Citroen DS3 (M2) | +01:25.8
5. Paul Barrett / Dai Roberts | Ford Escort MK2 (D3) | +01:52.4
6. Peter Stephenson / Ian Windress | Focus WRC (M3) | +01:59.9
7. Steve Bannister / Louise Rae | Ford Escort MK2 (D5) | +02:18.7
8. Phillip Burton / Mal Capstick | Ford Escort MK2 (BH2) | +02:32.1
9. Brian Bell / Matthew Whattam | Focus WRC (M3) | +02:52.3
10. Rudi Lancaster / George Gwynn | Escort MK2 (D5) | +03:08.6

Report & Images
Paul Commons

www.paulcommonsmotorsport.com



Toyota hopes to add to its tally of seven FIA WRC titles 'as soon as possible' after its championship return in 2017 and is targeting a rally win in its first season.

Toyota recently confirmed that after a break of almost two decades it would return to the WRC with an all-new Yaris World Rally Car run from its motorsport base in Germany. Toyota Motorsport's vice president Rob Leupen said that the team wanted to hit the ground running in 2017. *"We want to be a title contender as soon as possible - as a motorsport organisation this is what your aim is".*

"But we have a lot of respect, especially for Volkswagen, at the present moment. I think if we are on a podium and with a win in 2017 that would be a good achievement. After a year of experience we should become a bit more serious with our aspirations and we should give all the others a hard life and be fighting for the championship.

"I think it would be pretentious to say we will win the title in 2017, or even that we would be a serious title contender. I would like to be much more modest there and see how we develop. Should we be that good then of course we would go for it, but it is not what I expect today," he added.

Development of the Yaris World Rally Car began in 2014 and will accelerate this year with a packed test programme. Toyota announced that Teemu Suninen would join Eric Camilli in its junior driver development squad, working alongside other test drivers Stéphane Sarrazin and Sebastian Lindholm. The team structure is also taking shape, at the same Cologne base that houses Toyota's World Endurance Championship outfit.

"Since we started on the project we have put all the vital functions in place and already have the structure pretty well set-up," said Leupen. "We have an operational team focussed for now mainly on the technical side of car development, engine and chassis. Emanuele Battisti is the project manager in charge of the technical side."

Wherever possible Toyota Motorsport will try to make use of synergies between its WRC and WEC programmes. *"In some areas you have to have fully dedicated teams - after all, there might be a situation where a WEC race is taking place at the same time as a WRC rally,"* Leupen explained. *"But we also have crossovers and co-operations between different departments - on projects like engineering and engine development. We will run in an efficient way and expect to use the best resources from both sides."*



RALLY NORTH WALES

Scottish rally championship contender David Bogie scored his second win in as many weekends, dominating The North Wales Rally Services – Weir Laundry Equipment RNW Stages (Rally North Wales). Fresh from his Border Counties victory in Scotland, Bogie guided by Kevin Rae took his Ford Fiesta R5+ to a convincing win in the Dyfi forests by almost 2 minutes from Mitsubishi pilots Luke Francis and John Roberts. Dolgellau rally stars Osian Pryce and Dale Furness would complete the top three and leading two wheel drive after a successful outing in their new Citroen DS3 R3MAX.

Heavy winds and horizontal rain greeted the crews at the Dolgellau start on Saturday morning with the news that World Rally Championship regular and local hero Elfyn Evans would debut the new M Sport Fiesta R2 one litre turbo on the event as a last minute entry. This world class addition to the already packed 100 car field would ensure an exciting day ahead for the spectators who braved the atrocious weather in the forests.

Pryce led the field away as number one seed and was looking for extra seat time ahead of his Junior WRC outing in Portugal in May. A burst turbo hose on the opening stage meant he would return to service at the halfway halt just outside the top three. Meanwhile Bogie stormed to three fastest stage times despite reporting a stall and a trip into a ditch on stage three. Swede's Martin Bergland and Sofie Lundmark used the event as a UK debut for the new Mitsubishi R5 and set some impressive stage times despite suffering from a misted windscreen. The newly built car had not yet fitted with a heater system; although that did not that it prevent them from being inside the top five.

Francis was also at the mercy of the Welsh weather due to having no wipers as he left the start arch meant a lapse in concentration for the first stage and not being in "the zone" for the first loop. This wasn't apparent in his stage times however as he returned to service in second overall. Bob Ceen and Chris Brooks rounded off the top three in their Impreza WRC. Last minute entry Peter Taylor and Andrew Roughead was fifth, but was also suffering from a misted screen, resorting to borrowing some shower gel to try and alleviate the lack of vision.

On to the second loop which repeated the mornings set of three stages in Dyfi and Gartheiniog forests. Whilst the weather may have improved in Dolgellau, the mist and fog was still lingering in some sections of the stages and crews would need to keep the concentration levels high if they were to stay in the centre of the road.

The rally leader at halfway, was still the rally leader at the finish as Bogie returned to the finish ramp as event winner, never beaten throughout the six stages and 44 competitive miles. "It's been a great event and the stages are in perfect condition despite the weather, even on the second run" he said "I've certainly got the bug back after our Border Counties win and it's nice to keep my hand in on the Welsh stages. The new format is really nice too...I will even be home in time for Ant and Dec".

Luke Francis maintained his second overall spot to take the Pirelli MSA Welsh Rally Championship spoils whilst Pryce settled into his newly found power in the DS3 to secure the final podium position in third. Taylor adapted to the slightly better conditions in the afternoon to take a solid 4th overall in his Focus WRC. Fifth would be the reward for Bergland after making the long trek across Europe for the Mitsubishi R5 debut and its first competitive event on gravel.

Outside the podium and four wheel drive battle, Ieuan Rowlands and Emyr Hall secured 7th spot overall in their Ford Escort MK2. Fellow Escort pilot Nick Elliot and Dave Price took the Category 3 Historic honours with David Stokes and organising club Chairman Guy Weaver taking the Category 2 and HRCR Mintex 'Old Stager' Historic Stage Rally Championship victory in their MK1. Stokes also secured the Brian Dennis Motorsport Welsh Historic Rally Championship spoils.

The event was also a qualifying round of the Road to Wales initiative where a lucky class or overall winner was entered into a draw to win a free entry to the final round of the World Rally Championship, Wales Rally GB. As the results were declared final, rally star and event supporter Gwyndaf Evans was on hand to draw a name at random from a hat. The free entry went to Clive King in his MINI who will need to wait till the November event to claim his prize. Organised by Wolverhampton and South Staffordshire Car Club, Rally North Wales has returned to the calendar after a two year lay off with a revised format and compact route. The committee would like to thank the hardy marshals and officials who braved the weather to ensure a safe day's motorsport for everyone on the event. More details on the 2016 event will be announced soon.



Photos : Keith Lamb : Gemini 9

Ilkley Jubilee Historic Rally

Sunday 12th April

STEVE Entwistle is in the driving seat of the HRCR Clubmans Championship after a giant-killing performance on the Ilkley Jubilee Rally. The Rishton-based driver pulled off his best-ever result in the series, finishing second overall in his ex-Roy Mapple Orangebox Mini to lead the competition.

And Entwistle also notched up his second class win of the season, beating his nearest rival, experienced stage driver Darrell Staniforth by almost a minute.

"It was one of those rare days when everything clicked, and everything went our way," explained Entwistle, who had Newcastle-based Ali Proctor on the maps for the first time.

"The car didn't miss a beat, I didn't get any of the special tests wrong and Ali's timing on the regularities was spot-on."

The pair were in the hunt for an historic first-ever HRCR throughout the day, sandwiched between the two front-runners for the title, father and son Howard and Matt Warren.

Despite giving away almost 100bhp to his rivals, who were driving a Porsche 911 and a 2-litre Ford Escort respectively, the iconic little 1293cc Mini was snapping at Howard Warren's heels all day.

After an action-packed day of 13 special tests, which included Coldstones Quarry in the Yorkshire Dales, and seven long regularity sections, the pair finished just 27 seconds down on the Porsche.

And Entwistle paid tribute to the work of his co-driver, saying:

"Although it was his first time in the car, Ali was calm and unruffled which helped my driving.

"It was just the result I needed to mount a real title challenge. We made a solid start with fifth on the opening round, the Tour of Cheshire, then had a disaster on the North Yorkshire Classic, when all sorts of problems conspired against us.

"This puts us right back at the front, and we aim to stay there."

Lancashire Telegraph



Photos Courtesy of Bernadette Quinn



A man got on the bus with both of his front trouser pockets full of golf balls and sat down next to a beautiful (you guessed it) blonde. The puzzled blonde kept looking at him and his bulging pockets. Finally, after many glances from her, he said, "It's golf balls." The blonde continued to look at him for a very long time, thinking deeply about what he had said. After several minutes, not being able to contain her curiosity any longer, She asked, "Does it hurt as much as tennis elbow?"



Memories are made of this . . .

Photos : Neil Johnson : Lancashire Telegraph



Anthony Taylor



Bob Eaves : London – Sydney : 1969



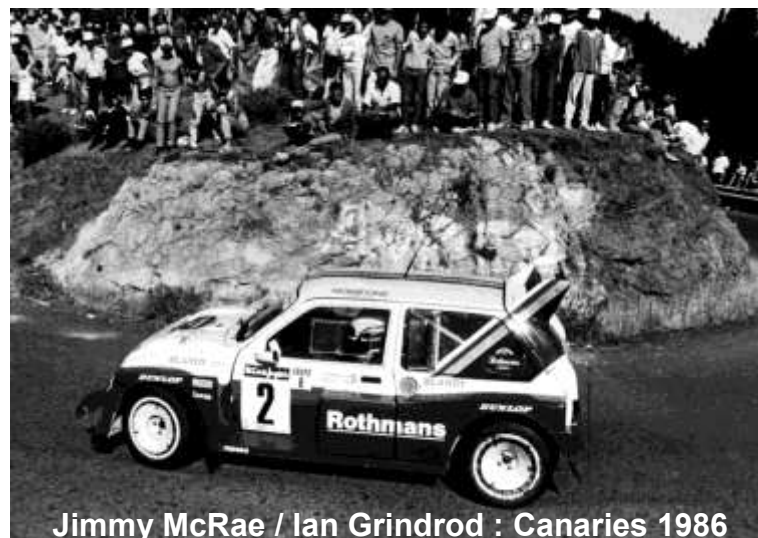
Clitheroe & DMC Presentation : 1998



Jimmy McRae / Ian Gridrod : Manx 1985



Colin Short : 1984
Silva Stages



Jimmy McRae / Ian Grindrod : Canaries 1986



John Thompson / Phil Boland 1994



Tony Fall/Mike Wood :Safari 1972 : Datsun 240Z

More to come from Morgan after fine Donington display



ADAM Morgan gave notice to his British Touring Car rivals that he's going to be force to be reckoned with this season, after a strong showing at Donington Park. The WIX-Mercedes driver picked up his first podium of the year with a hard-earned third place in race two. That was backed up with point scoring finishes of ninth and 12th in the other two races. The results leave Morgan, who lives in Whalley, well-placed for a title challenge, lying joint seventh in the drivers standings just 22 points off early leader Matt Neal.

"I'm over the moon to get third, it was hard race, with some robust challenges," said a delighted Morgan afterwards.

"I seemed to get smashed around by everyone throughout the race, but managed to stay on track. The car was running very hot, which meant we were losing power and top end speed on the straights, although we managed to make up the difference in the corners."

Morgan started race one on the compulsory soft compound Dunlop tyre, which has to be used in one of the day's three races. After a good start he held his position after setting the third fastest lap of the race, but his tyres went 'off' quickly as he ended ninth. Race three saw Morgan starting with 57kg of success ballast on the car and the top 10 reverse grid placed him on the third row. Despite finishing 12th Morgan was upbeat about the whole weekend and he paid tribute to his Blackburn-based team, and to their friend and team-chef, Steve Rossi who passed away two weeks ago. The distinctive yellow-and-black machine carried a memorial to Rossi on the bonnet.

"It was great result for the team, who put so much effort into getting me there and we did it for Steve," added Morgan.

The championship now heads to Thruxton on May 9/10.

Lancashire Telegraph



Wigton Motor Club The Seagull Autotest



Wigton Motor Club ran the fourth round of their autotest championship at Maryport on Sunday. The Seagull Autotest was well supported by the club members and by a group of Scottish drivers who normally contest the British Autotest Championship. They gave a great display of precision driving with Warren Gillespie winning a closely matched contest in his Nova from the similar car of Gordon Clendinning who often works as a stunt driver on the Top Gear Live! shows.

The best of the WMC drivers were Stephen Dixon in fourth place and James Thompson in sixth. Kesley Gillespie was the best lady driver in her Nova and John Sloan was the best of the non specials and won the rear wheel driver class. Edwin Cook in his Mini won the front wheel driver class. The Production Car Autotest was won by Rob Iveson.

The autotest action now switches to grass venues for May and June. More details and photos can be found on the Wigton Motor Club Face Book page.

A man is walking along a beach when he comes across a lamp partially buried in the sand.

He picks up the lamp and gives it a rub.

As if by magic, a genie appears and grants him one wish.

The man thinks for a moment then says " I want to live forever "

Sorry said the genie " I'm not allowed to grant eternal life."

The man thinks for a moment then says " OK then, I want to die after a Labour Government balances the budget and eliminates the debt."

The Genie shouted " You Crafty Little Bastard."



Garstang & Preston MC Autosolo April 12th

A dull start on the morning of the auto solo, But not to worry. It got worse! This however did not put a dampener on the day, people starting arriving as Myself Steve and Dave began setting up.

A strong entry of 18 competitors turned up So after short briefing and explanation for the novices the first car set off on a very wet and slippery car park.

The GPMC Ka was fully booked. Big thanks to Matt and Daz for bringing it all together the day before the event and a seat from our President Jacko.

The event turned out to be fantastic, we had a massive hiccup half way through but managed to change things around and carry on. A special thanks goes out to Sharon, Margaret and Julie for doing the signing on, results ect.

A fantastic display by young Ayrton Harrison with fastest throughout the day.

Excellent results by Phil Myerscough and Nathan Gower made me eat my hat with some superb skill. I also have to mention the younger end and both first timers Harry Bleakley and Dan Nolan.

We also had a couple of Nissan Sunny gtrs a Porsche 911 and a trick little old school Mini that made the day all that more interesting cheers boys .

In all a cracking days motorsport and great time had by all .

We promised the newbies they would have their eyes opened but to my surprise and pleasure they opened ours with some great car control by all and some really natural talent.

Many thanks to everyone involved Especially Dave Nolan for a lot of time and effort finding the venue.

Next one 28th June

Enjoy your motorsport from all at GPMC

Jason Bleakley : G&PMC





Disappointment for Lynch at Lydden Hill

Wigan racer Tony Lynch suffered a rare weekend to forget after failing to finish the second round of the 2015 MSA British Rallycross Championship in association with the Shannon Group at Lydden Hill.

Westhoughton-based Tony headed into the event keen to build on a solid start to his season at Croft, where he took fourth place on the first outing in the Super National class for his Lucas Oil Team Geriatric MINI Cooper S.

Having worked on the set-up of the car following practice, Tony enjoyed a solid start to race day with the third quickest time in the opening heat, with his team then seeking to make further improvements to the car for heat two.

While that led to improved handling, Tony would lose out to rivals with more power under the bonnet and could only post the fifth quickest time; leaving him with work to do in the final heat.

Showing the undoubted potential in the MINI, Tony battled hard to secure the second quickest time, which was good enough to not only qualify for the final, but to earn a place on the outside of the front row.

A good start to the race put Tony firmly in the mix but after light contact with one of his rivals, he was forced to slow with what at first seemed to be a puncture. However, it quickly became clear that the damage to the car went beyond a flat tyre and having pulled off the circuit, Tony was able to see that the front left wheel rim had in fact split - making it impossible to go any further.

While that meant Tony made the long trip back home from Kent without any points to his name, he could at least console himself in the pace displayed on track ahead of the next stage of the team's ongoing development programme.

"It's never nice when a weekend ends the way this one did, but unfortunately, it's one of those things that you sometimes have to deal with in motorsport," he said. "Although it wasn't the easiest weekend, the boys worked hard to make improvements to the car and going into the final, there was the potential for us to pick up a strong result.

"If we'd only picked up a puncture then I would have struggled on to pick up some points but with the damage there was to the wheel, I'm surprised I managed to carry on for the short amount of time I did.

"We can't let our heads drop though, and I have no doubt about the potential there is with the car as the season goes on. We've managed to remain competitive against cars with more power than we have, so when we are able to bring in our planned engine upgrades and can get our new gearbox fitted, we're only going to get stronger."



A man walks into an Ann Summers shop to purchase some see-through lingerie for his wife. He is shown several possibilities that range from £50 to £150 in price, the more see through, the higher the price. He opts for the sheerest item, pays the £150 and takes the lingerie home. He presents it to his wife and asks her to go upstairs put it on and model it for him. Upstairs the wife thinks 'I have an idea'. It's so see-through that it might as well be wearing nothing. I won't put it on, I will do the modelling stark naked, return it tomorrow and get a £150 refund and keep the money for myself'. So she appears naked at the top of the stairs and strikes a pose. The husband says 'Stone me, it wasn't that creased in the shop'. His funeral is this Thursday. No flowers by request!

Mikkola To 'Fire Up The Quattro' at the McRae Rally Challenge, Knockhill - May 16th / 17th

Former World Rally Champion Hannu Mikkola and long time co-driver Arne Hertz are the latest stars to sign-up for next month's McRae Rally Challenge. They won't be alone. Sharing the spotlight will be a number of rare and exotic Audi quattro rally cars, the Group B machines that changed the sport in the 1980s for ever.

The 'Flying Finns' will be in attendance 'with the four-wheel-drive 'supercars' that are part of the demonstrations and displays at the McRae Rally Challenge, supported by Beatsons' Building Supplies and EventScotland, a special two-day rally event celebrating the 20th anniversary of Colin McRae's World Rally Championship win.

Mikkola was active in international rallying between 1972-93 and two years after joining Audi, won the 1983 Driver's World title achieving four wins and three second places in the revolutionary Audi quattro with Hertz.

Mikkola was always a great favourite with the Scottish crowds, especially in the days when the week long annual RSAC Scottish Rally visited all points of the Scottish compass. Competitors trekked all across the country from the Great Glen forests in the north to Glentworth in the south, and from Drumtochty in the east to Knapdale in the west. In those days, the rally was as much a test of stamina and mechanical endurance, as skill and speed.

He first won the Scottish Rally in 1972, then again in 1978 and finally in 1980 in a Ford Escort Mk2, but it was his exploits in the four wheel drive turbocharged Audi quattro that sealed his popularity with some fervent Scottish fans changing his name to 'McKkola'. He won the Scottish Rally a further twice in 1982 and 1984 in an Audi quattro - with Sweden's Stig Blomqvist ruining his hat-trick in 1983 also at the wheel of an Audi Quattro!

Hannu commented: ***"It's always nice to get back behind the wheel of an Audi quattro rally car and never fails to bring back special memories for me. Scotland has always been a favourite place of mine to rally in the UK, and I have been fortunate enough to do really well there too. It's also great to support this event and celebrate a fantastic achievement in British motorsports and remember what Colin accomplished in the sport."***

Mikkola won the 1981 and '82 RAC Rallies, that also swept through Scotland, and claimed victory, with Phil Short, on the 1982 Scottish International Rally in an Audi A2 quattro. He missed out on the 'world' crown to fellow Audi driver Stig Blomqvist that year - the Swede also claiming the British Open Championship title in 1983.

Various derivatives of the Audi quattro were also victorious in Scotland in the hands of Blomqvist (1983), Malcolm Wilson (1985) and David Llewellyn (1987).

The original Audi quattro rally car debuted in 1980 while the Audi Sport quattro S1 E2 that Mikkola drives at the Colin McRae Anniversary event was rallied in 1985. Between 1981-85, quattros won 23 WRC events and netted two WRC Manufacturers' titles (1982/84).

Route Planning

Members of Lanarkshire based Coltness Car Club, who will be organising the competitive element of the McRae Rally Challenge, paid another of their regular visits to Knockhill last week - in the snow!

They met with the circuit's Stuart Gray to discuss the final lay-out of the proposed 10 Special Stages which will be run over Saturday and Sunday afternoon.

The proposed lay-out will comprise a modified route using the high speed tarmac race track along with a more twisting and challenging 'off-track course'.

With 45 cars starting at 30 second intervals this will ensure plenty of thrills and high speed on-stage action, but amongst the stars will be a category for Juniors. A dozen entries have been included for 14 - 17 year old up and coming rally drivers.

The sport introduced this new category five years ago to provide youngsters with a cost effective and strictly controlled entry into the sport. They will be competing in a variety of 1 litre cars on the same stage as the likes of Alister McRae, Kris Meeke, and now Hannu Mikkola.



Bo'ness Revival Hill Climb

5/6th September 2015

Just to the east of Edinburgh near Falkirk on the 5th/ 6th September in the town of Bo'ness they are holding the Bo'ness Revival Hill Climb which was resurrected seven years ago and was an important British Championship event in the 1950s/60s. It attracted all the top drivers in the past such as Jim Clark, Jackie Stewart and many others and now attracts thousands of spectators rather like a mini Goodwood Revival in fact.

This year it has attracted Global media coverage and Motors TV are filming the whole event producing a 96 minute special programme about the event to be shown on TV early in October.

In conjunction with the Revival Hill Climb there is a classic car show and an air display. In the past Spitfire, Hurricane, Lancaster and Dakota from the Battle of Britain flight and stunt planes have given a display, an aerobatic display is scheduled again. scheduled to happen again. A full size steam railway runs excursions past the venue often with

Thomas the Tank Engine blowing its whistle as it passes. Bo'ness car museum a couple of miles away houses cars such as James Bond's Aston Martin & Lotus Esprit, Harry Potters car plus lots of other exhibits to see and enjoy. The combination of all these attractions gives the event great appeal to the general public and motorsport fans alike.

Falkirk City Council own Kinneil House the imposing castle like historic house where James Watt invented the steam engine in 1765 to pump water from the nearby Carron coal mines. The council are massively involved as the hillclimb track is part of the estate road and runs right through the courtyard past the picturesque estate houses. Falkirk council actually resurfaced the tarmac road for the first event seven years ago. Since then they have made vast improvements to the paddock, competitors and spectators facilities and the parking area for competitor's trailers is superb.

This year the organisers were really wanting to make it something very special because of the TV coverage so were looking for a really iconic car to head the show. In view of this former rally driver Malcolm Wilson who had many victories in Scottish rallies in the past has come up trumps. He is owner and managing director of M Sport the world famous company that has run Ford Works WRC cars for many years and now runs the Bentley race team. He has very kindly agreed to send the M sport WRC Ford Focus in which Colin McRae won the 1999 Safari Rally. It is very fitting that this famous car was driven to glory by one of the quickest, most entertaining and successful drivers in the world, local boy Colin McRae who was tragically killed in a helicopter crash.

Other historic or competition cars will be there, perhaps even a famous motor bike or two. Some vehicles will ascend the hill giving a demonstration run. These demos of course give spectators the opportunity to hear as well as see these special vehicles running and adds a further dimension to the various static displays. Those entering the classic car show get the chance to do a parade run up this very famous motorsport venue that is only open on this one weekend in the year.

A couple of years ago the ex Ecurie Ecosse cars and transporter of Dick Skipworth were there just prior to their sale for millions of pounds. Ex Stirling Moss cars have been featured and last year ex LeMans cars were delighting the crowds with their presence and blasts up the hill.

Kenny Baird a well known very active competitor, founder member and chairman of the club heads the organising team. I must say from past experience, organisation at this event is second to none and nothing is left to chance. All officials are heavily involved with other big events such as Doune, Goodwood Festival and Revival, Prescott & Shelsley Walsh hillclimbs and many race circuits. Marshals and rescue units come from several race circuits to ensure highest standards of safety.

Please give serious consideration to visiting this great event as a competitor, spectator or marshal. One thing is certain you will get a very warm welcome and enjoy typical Scottish hospitality. You may even find yourself a TV star but in any case I am sure you will enjoy this great weekend of motorsport. Google bonesshillclimb and check it out, regs, full information and all entry forms are online, there is something for everyone.

Keith Thomas

Two women were sitting next to each other in a bar.

After a while, one looks at the other and says, "I can't help but think, from listening to you, that you're from Oireland".

The other woman responds proudly, "Yes, I sure am!"

The first one says, "So am I! And whereabouts in Oireland are ya from?"

The other woman answers, "I'm from Dublin, I am".

The first one responds, "So, am I!! And what street did you live on in Dublin?"

The other woman says, "A lovely little area. It was in the west end. I lived on Warbury Street in the old central part of town".

The first one says, "Faith, and it's a small world. So did I! And what school did ya go to?"

The other woman answers, "Well now, I went to Holy Heart of Mary, of course".

The first one gets really excited and says, "And so did I! Tell me, what year did you graduate?"

The other woman answers, "Well, now, let's see. I graduated in 1964".

The first woman exclaims, "The Good Lord must be smiling down upon us! I can hardly believe our good luck at winding up in the same pub tonight!

Can you believe it? I graduated from Holy Heart of Mary in 1964 meself!"

About this time, Michael walks into the bar, sits down, and orders a beer.

Brian, the bartender, walks over to Michael shaking his head and mutters, "It's going to be a long night tonight".

Michael asks, "Why do you say that, Brian?"

Brian answers, "The Murphy twins are p*ssed again".

Latest news on Chateau Impney Hillclimb Revival.

On the 11th /12th July the fabulous Chateau Impney Hotel at Droitwich in the Midlands is hosting its first Speed Hillclimb since the 1960s when it held British Championship events. Some events start in a small way but this Revival event is certainly not small, it is exactly the other extreme. Attracting some of the most iconic cars from this country as well as cars and drivers coming from all over the world to compete, the entry list is by invitation only and entries are very highly prized indeed.

Certainly there has been much lobbying behind the scenes to get an entry just as happens for the Goodwood Revival. In fact many of the cars are regulars at Goodwood with some very special cars making their first competition appearances since the early 1930s.

One such car is "The beast of Turin" once the World's fastest car, this monster 28.5 litre Fiat S76 pre war racing car will be competing in the Edwardian and Veteran class after a painstaking rebuild that has been ongoing for many years. It is now complete and looks and sounds exactly as its name suggests.

Another fearsome entry is the GN Caesar Special driven in period by the famous "Doc Martin" prior to 1967, it will be in the hands of Paul Martin at this year's event. This two litre car will be fighting for honours in the pre 1940 class having been built in 1937 by Dick Caesar and initially was raced around the fields of Bristol before becoming a full hillclimb spec car.

No less the 9 ERAs or English Racing Automobiles are attending the revival, 8 are competing and the remaining one is coming as a static display. This represents almost half of the total production as only 19 cars were ever built. Made very famous by the by the wealthy Prince's Bira and Chula from Siam and their "White Mouse Racing Team" these cars have been racing almost continuously since they were first built wherever races have been held, very often putting up fastest time of the day even against modern cars. Many are running on methanol and supercharged, producing tremendous power they need to be warmed up properly in the paddock with rear wheels lifted up on special jacks. The ear piercing rasp of their exhausts accompanied by the whine of their superchargers will be something you won't forget for a very long time.

Historic Monaco Grand Prix winner Matt Grist has signed up to compete in his Alfa Romeo P3 Tipo B so he will be out to take away the honours from the field of Bugattis, ERAs and others on the newly extended course. This has been increased from its previous 550 yds to 1000yds and with long fast straights and sharp tricky corners the rhododendron bushes that claimed so many cars in the past may be rudely disturbed and attacked again after almost 50 years of peace.

The Spollon family, who can only be described as vintage car fanatics have contributed a great deal to motorsport over many years, bought the hotel and had a dream. That dream was to bring the sight and sounds of vintage and classic racing cars back to Chateau Impney. Fortunately they had the means by which they could achieve this and have done it in great style.

The course is complete, the cars and drivers are coming, the scene is set, if you want to be part of history get yourself to Droitwich just south of Birmingham on the 11th/12th July and you will be in for a real treat. Full information is available on line, go to chateauimpneyhillclimb, reduced price tickets are available and one thing for sure, it will be a fabulous event.

Keith Thomas



Father O'Malley rose from his bed one morning. It was a fine spring day in his new parish in rural United States . He walked to the window of his bedroom to get a deep breath of the beautiful day outside and promptly noticed that there was a donkey lying dead in the middle of his front lawn. He called the local police station. The conversation went like this:

"Good morning. This is Sergeant Jones. How might I help you?"

"And the best of the day te yerself. This is Father O'Malley at St. Ann 's Catholic Church. There's a donkey lying dead in me front lawn and would ye be so kind as to send a couple o'yer lads to take care of the matter?"

Sergeant Jones, considering himself to be quite a wit, thought he would have a little fun with the new priest. Putting on his best Irish accent he said, *"Well now Father, it was always my impression that you people took care of the last rites!"*

There was dead silence on the line for a moment . . .

Father O'Malley then replied, *"Aye, 'tis certainly true; but we are also obliged to notify the next of kin first, which is the reason for me call."*

Trialing Times

A different form of motorsport

Having recently bought what could loosely be described as a historic trials car, loosely being the operative word, the molecules of metal on the chassis are barely attached to each other, more gaps than attachments but was enough to rekindle my interest in sporting trials.

Our son Andrew has in our barn a rather good sporting trials car that in the past had won the BTRDA trials championship in the hands of a very skilled driver and the car was still in really good condition always having been well maintained although very little used in the last six years or so, it's only use being a couple of outings at Willie Jarman's autotests in the field which adjoins our home.

Andrew competed in one autotest but a clutch cylinder decided to leak due to lack of use so it severely hampered the cars potential and caused us to retire. The other one was just as disastrous due to brain fade and my failure to read diagrams and remember them though I wasn't the only one with this affliction.

This fresh interest in sporting trials had Andrew and myself sending off an entry for the Edenhall trial just outside Penrith. These rather funny looking cars take great skill to drive well, an attribute I do not possess, spectators at Willies events could testify to this.

The cars can climb up very steep hills even though limited slip diffs are not allowed by using the independent "fiddle" brakes to help steer as well as maintain traction and control wheelspin, this is definitely a black art.

The fiddle brakes work on each rear wheel and are controlled by hand levers close together, decidedly tricky to get the hang of and if you get to the top because the driver and passenger have worked very hard and "bounced" their way to the top then you feel elated, take in the vista ready for the next part of the section. Euphoria at getting to the top can suddenly turn to fear and definitely focuses your mind greatly when you gaze down the hill and prepare for what can be a tricky descent.

Trials are often in slimy muddy conditions and great skill and care is required on downhill sections using the fiddle brakes and engine braking to descend as safely as possible. The occupants lean in and out of the car to give grip and balance rather similar to a sidecar passenger on a motorcycle event. If you lock up the brakes you accelerate, rapidly at first and then totally out of control but provide much more spectacle for the onlookers. Usually the first aiders jumping up for their bag is a good indication that you are just about to have a very exciting white knuckle ride. What about the footbrakes you ask as the more perceptive ones amongst you will have spotted that the cars do have a footbrake, well this is connected to the front wheels only, very often a Honda 90 moped wheel fitted with a 2.75 x 18 tyre that doesn't afford any grip but is merely to keep the front end of the car off the ground. Panicking, pressing the footbrake and locking up the front wheels on a descent means you are now right out of control but going so much faster than you were previously.

It will be noted that no matter how far from the beaten track or how remote the venue a sporting trials event always has a proper "portaloo," I now know the reason. It's much more fun though that just taking laxative from a bottle. With practise one hopes to get better but having just had my 68th birthday I need to "fast track" my skills or keep remarkably fit for a long time to achieve any success. Having said that I really enjoyed myself and all the competitors were very friendly and really helpful.

Safety is uppermost in everyone's mind, a fact stressed by the clerk of course in his briefing to drivers. You are given help and encouragement but this is tempered with instructions on how to do things safely. Much better to stop climbing if you feel unsure about descending, and if descending look for safe escape routes PRIOR to attempting the climb as you walk the sections first.



Trialling Times

Continued from page 38

Perhaps deliberately using a tree at the top to stop you is more sensible than hoping to miss the bottom tree if out of control. Members are very willing to help manhandle cars back down if it's too difficult for your abilities and no one makes fun if this needs to happen. On the Edenhall trial I got the car down on my own but in a couple of previous trials having been drafted in at last minute to double drive the car I have suggested to Andrew he might just like to take over the car at the top of the hill as I needed to take a suitable photo, have a wee, check something under the car or any other feeble excuse I could come up with at the time.

I now plan to take the car where I can get in some practise as I loved my day out and double driving the car allowed each of us to tackle the six sections four times, giving one the opportunity to get a feel for the hill as both a bouncer and driver, I was much better and able to control the car with much more confidence by the end of the day. When Andrew told Robert Gate owner of Gates Tyres and Wigton Motor Clubs generous sponsor a few years ago he had bought a trials car Robert said "you don't want one of those, have a look around at the competitors you will be the only one at the venue under seventy years old"! Not exactly true although many competitors are well over seventy but their skill makes up for youth and physical fitness and there are now a great crop of young drivers taking up the sport

Thinking about Roberts comments I well remember someone very close to him saying Robert, my bum is flabby, my eyes have bags under them, my skin has wrinkles and my boobs have dropped, Robert quick as a flash quipped "theres nowt wrong with your eyesight then"! Can't say who he was talking to.

Cars are front engined, rear wheel drive, maximum engine size 1650cc, regulations are in MSA Blue book and cars can be bought from about £1500 for starter car that will certainly do the job although a new car built by racing car manufacturer Crossle in Ireland will set you back well over £20,000 with a Hewland gearbox so you can tinker and change ratios between hills if you wish.

Honda Accord engines are very common, some are converted to run on propane as petrol in float chambers can cause problems with very steep hills as the floats can stick and affect mixture. Gas also seems to make cars run smoother at low revs when "trickling" ie when going very slowly to prevent wheels spinning and losing grip. This is a sport where self builders can excel, Cannon, Sherpa, SRB and others were just some of the self built cars that were so successful that many replicas were made from the original successful car and it's still possible to build your own car today from a set of plans.

Many F1 racing drivers competed in this sport years ago, Stirling Moss, Peter Collins, Mike Hawthorn, Ken Whar-ton, Tony Marsh and many other drivers did it to learn throttle control and to keep fit and active in the winter months. Nowadays many more racing drivers are taking it up and the historic trials cars those with engines such as 1172cc-

sidevalve Fords and BMC A series engines are making serious money. Some cars change hands for £15,000 I'm told. Demand is outstripping supply, adverts appear regularly in the wanted columns so If you own a nice Cannon you could well be in the money.

£25 entry fee and two gallons of petrol is all you need spend, tyres last forever and only 165x 15 Firestone F560, Vrederstein Sprint and a couple of other tyres are allowed, a roller test is carried out to ensure no LSDs are used. Visit Historic Sporting Trials Assn, HSTA or NPTCC websites and on here you will find loads of information and videos to entertain you and give you a great insight into this relatively cheap but friendly form of motorsport.

Keith Thomas.



CLEARANCE SALE

Brand new dishwashers and sandwich makers!
All makes, models, and colors!
EVERYTHING MUST GO!!!

motifake.com

AIREDALE & PENNINE MOTOR CAR CLUB WILL RUN THE YORKSHIRE DALES CLASSIC TRIAL

(formerly Ilkley Classic)

Sunday 10th 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 seven-teen 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 for details.

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



The Beast of Turin Set to Captivate Crowds at Chateau Impney

**We're delighted to announce that the famed
'Beast of Turin', once the world's fastest car, will
compete at the Chateau Impney Hill Climb on
Saturday 11 and Sunday 12 July.**

One of the most impressive pre-World War I racing cars ever built, the 28.5-litre Fiat S76, infamously known as 'The Beast of Turin', will compete in the Edwardian and Veteran class at the Hill Climb in July.

Photographs are provided courtesy of Stefan Marjoram

Paul Martin will be competing in the six-cylinder, two-litre **GN Caesar Special**, which was driven by Doc Taylor at the original Chateau Impney sprint events prior to 1967. A formidable opponent in its regular appearances at the Chateau Impney and Prescott events in period, the Caesar will be looking to hold its own in the 'Racing Cars over 1500cc and up to 3000cc pre 1940' class. However, it will face fierce competition in the shape of seven iconic classic British ERAs and the fearsome Alfa Romeo Tipo B P3, which triumphed at the first historic Monaco Grand Prix in 1934. Built in 1937 by Dick Caesar, it began life as a CAPA car which was raced around fields in Bristol before its conversion into a hill climb car. Doc Taylor entered the Caesar Special at many venues during the fifties and sixties frequently winning against opposition from more modern marques to take fastest vintage-car time on a number of occasions. He famously declared in 1951 that he would never be able to afford another racing car and would keep the Caesar until he was 80. True to his word, he continued to compete in the car until the mid-1980s. In recent years, the Caesar has become a rare sight away from Prescott, which makes its appearance at the Chateau all the more special.

**It's Even Easier to Grab Your Ticket to the
Action It's now even easier to make sure
you won't miss out on a fantastic
weekend of historic motorsport.**

As well as being able to buy your tickets online, you can now purchase your tickets directly from Chateau Impney – just visit Reception or call **01905 77 44 11**.

Buy your tickets before 30 June and receive 10% off.

www.chateauimpneyhillclimb.com

NORTH WEST RACERS

With Dave Williams
& Rachel Bourne

After the Sports/Saloon contenders got the ball rolling at the end of March (see last month's Spotlight), the North West's Formula Ford and XR Challenge racers got their 2015 seasons under way during April. Meanwhile the Sports/Saloon drivers headed south for their second meeting of the year.

XR CHALLENGE

A bumper entry was attracted for the opening rounds of the ever popular series for Ford Hot Hatches at Oulton Park on 18th April. No less than 24 cars filled the compact Fosters Circuit during the morning's single qualifying session. Towards the end of the 20 minutes Mark Robinson put in an exceptional lap to set a pole time which was a second faster than his nearest challenger, Ralph Fernihough.

The initial laps of race 1 were neutralised behind the Safety Car after John Biddulph's Fiesta was turned round by the right front of Greg Speight's similar car at the start and then speered off into the barriers opposite the pits, taking Lee Bowron's Escort with him.

When the field was finally unleashed, spectators had the familiar sight of the Robinson brothers, Mark and Simon, leading the way however the latter had to yield to Ralph Fernihough when he took no prisoners moving up to second at Cascades. S. Robinson subsequently dropped down to seventh. Craig Brockfield took up the challenge of demoting Fernihough from the runner-up spot. Twice he outbraked him at Fosters Corner only to run wide and immediately hand the place back. S. Robinson recovered to take fourth.

It was this quartet who headed into Cascades as one on the opening lap of race 2 with Brockfield finding himself edged on to the grass. He was unable to regain the tarmac before Fosters was reached meaning he had little retardation when he hit the brakes. Mark Robinson had taken the corner before Brockfield arrived at high speed but everyone else came almost to a halt to avoid a nasty collision. This enabled M. Robinson to take the spoils once again with the top 4 coming home in the same order as earlier.

Adam Burgess and Andrew Lennie took a win apiece in the Escort XR3i class while Mark Noble was the only representative in the Fiesta Si category.

AVON TYRES NORTHERN FORMULA FORD 1600

The North's premier single-seater championship was included in the same meeting at Oulton Park on 18th April as the XR Challenge.

A Formula Ford legend of the 1980s, Andy Middlehurst, was unfortunately a non-starter in the Post89 class after he suffered an engine failure during testing on Friday.

Josh Fisher was a leading light in Pre90s last year and has stepped up to the Post89 category for 2015. He began this season in fine style by taking pole in his Wayne Poole tended 1999 Van Diemen a couple of tenths ahead of the much newer models of the McArthur brothers, David and Tom, who set fastest times that were just 9 hundredths apart.



BOURNE PHOTOGRAPHIC
Creative Imaging
www.bournephoto.co.uk

Continued on Page 42

NORTH WEST RACERS

With Dave Williams
& Rachel Bourne

Continued from page 41

This set the tone for race 1 with Fisher's blue car fending off the black and white B-M Racing entries of the McArthur siblings. At one point David tried to go round the outside at Old Hall but couldn't make the move stick. Their second encounter was even more thrilling. David McArthur won it from Fisher by a couple of tenths. Lap 13 was unlucky for Tom when he lost time by running wide at Fosters Corner before finding himself in the gravel trap at Lodge along with Tom Brown (Ray GR07) as they battled for third at the final bend.

Friday was a bad day for returning Formula Ford aces as John Village was planning to compete in the Pre90 event

in a recently purchased Class E Crossle but, like Middlehurst, he too had a problem with his motor.

Qualifying for the Pre90 cars saw the first 4 cars – driven by Jamie Jardine (Reynard 84FF), Andrew Thomas (Reynard FF89), Chris Hodgen (Van Diemen RF89) and Jaap Blijleven (Reynard FF88) covered by well under half a second which boded well for some exciting racing later on.

Things got rather too exciting at the start of the opener when all of this quartet found themselves in the tyre wall at Old Hall less than 10 seconds after leaving the front two rows of the grid.

This allowed Calum McHale to take his first ever victory. He had started from fifth in the car Hodgen drove last year and clear tarmac opened up for him as he took the inside line through the first corner as the cars ahead spun to the outside. Those immediately behind checked up as the incident unfolded. Further back, Will Alterman had started thirteenth in his Reynard FF89 which gave him more time to watch events unfolding at the front of the field. He picked his way through the chaos without lifting too much and exited Old Hall in an amazing second place where, for a while, he acted as a buffer between McHale and the rest of the field before conceding a few places.

Because the grid for race 2 was set by the previous results, those who were caught up in the earlier first corner accident had to work their way up from the back of the pack. Hodgen and Thomas were the most successful in this endeavour as they finished second and third as McHale once again occupied the top step of the podium having pulled out a more than adequate advantage as the other fast boys progressed through the field.

CNC HEADS SPORTS/SALOON

The Sports/Saloon category ventured south to race on the Rockingham Motor Speedway on the weekend of 11th/12th April where the track was wet but drying during qualifying for their first event. With the Saker cars of Paul Rose and his team racing at Zandvoort, it was the Seat Leon Cupra of Ilsa Cox that found the most traction in the difficult conditions to set pole with a time that was over 2 secs quicker than the best that Joe Spencer could manage in his Stuart Taylor Locosaki. As the tarmac was dry for the race, Spencer was able to take a comfortable victory with Cox his runner-up.

Having set pole for Sunday's thrash, Spencer had to dash home to fit a replacement fuel tank. He made it back to the circuit with 5 minutes to spare. That was the most pressure he was under as he cruised to another victory. When Cox spun down to fourteenth at the Deene Hairpin on the opening circuit, Dave Harvey was able to make it a Locosaki 1 – 2 having been classified third the previous day. Cox recovered to complete the podium finishers.

Dave Williams



BOURNE PHOTOGRAPHIC
Creative Imaging
www.bournephoto.co.uk



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TEG SPORT

PIRELLI

Somerset Stages Rally



Cumbrian rally driver Paul Bird's hopes of maintaining his lead in the 2015 REIS-RAVENOL BTRDA Rally Championship suffered a blow when he was forced out of the Somerset Stages Rally after just two stages.

Following victory on the season opener Wydean Stages Rally in February which he followed up with a second place on his local Malcolm Wilson Rally, the Langwathby driver made the long trip south to continue his assault on the title he narrowly missed out on last year.

Celebrating his birthday, Bird was second fastest up the Porlock Toll Road Stage before setting fastest time on the second run in the Frank Bird Poultry, Fuchs Titan Race, Hager and Mac Tools-backed Ford Focus WRC07 he was sharing with Welsh co-driver Aled Davies.

However, on the road section to the next stage, the car developed a technical problem when a water pump belt broke and unable to repair it as the temperature escalated, the 2005 ANCRO National Champion had no option but to retire.

Paul Bird: *"It's disappointing but I had bad luck on this event last year also. I knew on the first run up the hill that something wasn't right with the car and it got no better on SS2 so it didn't surprise me there was a problem. Once I saw the temperature go off the gauge I knew it was game over. It's not a disaster as it's a round I will drop but it dents my hopes in the combined BTRDA Rally Challenge but I'm sure we can make up lost ground as the season progresses."*

Gemini

Communications Team

MOTORSPORT MANAGEMENT
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Bill Wilmer

07973-830705

or w.wilmer@btinternet.com

A little old lady went into the headquarters of the Bank of America one day, carrying a large bag of money. She insisted that she must speak with the president of the bank to open a savings account because, "It's a lot of money!" The receptionist objected, stating, "You can't just walk in here and expect to see the president of the Bank of America. He's a very busy man." "But I am here to make a very large cash deposit, added the old woman.

The receptionist momentarily looked at the sack of money, then walked back to one of the rear offices. She came back and said, "You're in luck this morning, he will see you," and ushered her in to see the president of the Bank of America. When she walked in to a large office with a nicely tailored man behind a great oaken desk. The bank president stood up and asked, "How can I help you?" She replied, "I would like to open a savings account, and placed the bag of money on his desk. "How much would you like to deposit?" he asked curiously. "\$180,000, if you please," and dumped the cash out of her bag onto his desk. The President was surprised to see all this cash, so he asked her, "Ma'am, I'm surprised you're carrying so much cash around, especially a woman at your stage in life. Where did you come by this kind of money?"

The old lady coyly replied, "I make bets." Surprised, the president then asked, "Bets? What kind of bets?" The old woman said, "Well, for example. I'll bet you \$25,000 that your balls are square." "What?!" cried the man, "you want to bet me \$25,000 that my balls, my testicles, are square?" He could hardly hold back from laughing. "Yes, you heard me. In fact, by ten o'clock tomorrow morning, I'll bet you \$25,000 that your balls will be square."

The man smiled broadly, thinking he had a live one.

"You've got yourself a bet!" and shook her hand.

The little old lady then said, "Okay, but since there is a lot of money involved, may I bring my lawyer with me tomorrow at 10:00 a.m. as a witness?" "Sure!" replied the confident president. That night, the president got very nervous about the bet and spent a long time in front of a mirror checking his balls, turning from side to side, again and again. He thoroughly checked them out until he was sure that there was absolutely no way his balls were square and that he would win the bet.

The next morning, at precisely 10:00 a.m., the little old lady appeared with her lawyer at the president's office. She introduced the lawyer to the president and repeated the bet:

"\$25,000 says the president's balls are square!"

The president agreed with the bet again and the old lady asked him to drop his pants so they could all see. The president complied.

The little old lady peered closely at his balls and then asked if she could feel them.

Well, Okay," said the president, obviously embarrassed.

Thinking to himself, "\$25,000 is a lot of money, I guess it's okay." He then said.

Yes, \$25,000 is a lot of money, so I guess you should be absolutely sure."

As the old woman started to feel the banker's testicles, he noticed that the lawyer was quietly banging his head against the wall.

The president asked the old lady, "What the hell's the matter with your lawyer?" The old lady replied, "Nothing, except I bet him \$100,000 that at 10:00 a.m. today, I'd have the balls of the president of the Bank of America in my hands."

The Pleasures of PRing

I went out PRing for the Primrose Rally
The very first house on my section, nobody was at home so I left
a PR letter.

When I got home I found the letter (email) below in my in box

*Thank you for the courtesy of your note regarding your proposed
rally 25/26 April which will howl past my home around 11.30-12.30.*

I genuinely thank you as this is the first time in 15 years that you have bothered to inform us of your event.

*I raise my objections to the rally and will be so doing with the police and council. We farm this land and have the
pleasure of getting out of bed at 4am to milk the cows so you can have your milk in your tea. Given I will not get to
sleep as you intend to wake me up and the cows will have reduced yields seen as you will disturb them then I am
wondering where to send my invoice to for the lost revenue. Given it is lambing here for at least another 3 weeks
perhaps you would like to tell me which address to drop any dead lambs off at when you disturb the mother on the
fell or indeed knock myself or one of the sheepdogs down as we are on the lane lambing*

*You will of course enjoy our rally of tractors past 10 St Nicholas Crescent and ensure the slurry that spills out of
our machines only falls on your doorstep and the cats and dogs we run over are not greater than the number of
deer and rabbits hedge hogs and other small rodents you run over. In fact I will collect the corpses and deliver
them with the dead lambs.*

*I appreciate you want some fun and despite the content of this email am not wholly against such activity but sug-
gest a time of 9pm to 10pm would be fairer to the residents whom are 75% agricultural workers. Also it would im-
prove on the mortality rate on the lane as you would be able to see the animals and your headlights would not blind
them into an absolutely frozen state as you choose to abuse the countryside in which it and I live. Clearly your
groups concept of fairness is not taken into consideration when considering your agenda and i ask that you recon-
sider the time line proposed to demonstrate you are willing to work with those poor sods who actually live and work
here.*

Name & Tel No Supplied

Obviously not a very happy bunny
BUT

Am I being threatened?

Should I have gone to the Police?

No, because then it probably would have become another MSA 'Area of Concern'

You might think from this letter that everyone in the country side is opposed to our little hobby.

Far from it

Everywhere else I was greeted with enthusiasm and in a lot of the villages that we had deemed should be quiet
areas, we were actually encouraged to have the cars go through at 'full chat'.

We decided that whilst that might be what we also really wanted to do, it might not be prudent to do so.

So we left them as Quiets.

I passed the email on to Mat Kiziuk (CofC for the Primrose) and he phoned her (yes it was a lady ?) back.

After much discussion we gained an additional 100m quiet zone.

I look forward to the Tractor Rally past my front door.

I hope the organiser has to go through all the Route Authorisation Process and PRing that we have to do.

Probably all the Tractors would be excluded at Scrutineering for being too noisy or not having a big enough spill kit
to mop up all that slurry and corpses of dead animals. (Note : I am running my freezer down to be able to get all that
venison and lamb that's shortly going to be delivered to my house in it).

As far as I can remember (& my memory is not what it was) only a handful of events have used this road in the past
15 years.

I know we all complain about the quality of other clubs PRing but you do have to wonder how this one was not on
the MSA list. She should have been aware of these other events. If the PRing had been done properly (having said
that, I bet we are bound to have missed someone somewhere)

Not that I want to add any more to that list, but the list is SO out of date.

In too many cases the original complainant is no longer there and there is no longer a problem, but we still have to
comply with the damn thing.

I have notified the relevant RLOs of at least 5 of these 'no longer a problem' more than once, but still have them
on the list every year and I know Alan Shaw (Lancashire RLO) has passed this information onto the msa

Does the MSA list of 'Areas of Concern' ever get updated so that when a complainant moves on the 'Area of Con-
cern' is removed, or least amended to say it used to be a problem, or do they just add new ones.

It should be updated, but from my experience, once a complaint has been raised it stays on the list forever.

Some of the 'Areas of Concern' date back to the 70's (40 + years ago)

Rant over

Grumpy Old Git

Part 1



Well that's the Primrose Trophy Rally over and done with for another year but I think this was my last year on the team. Think everything went to plan (It seemed to) other than our little excursion into the scenery almost within sight of TC1. I took a bit of a battering and I have had to pull out of next weeks Berwick Classic. After we got ourselves off the banking we went to Bentham and collected the ex Dan Willan Proton and although we missed the whole of Regularity one we were able to continue our duties as Course Car from the start of Regularity two. Because of my injuries this was done at a greatly reduced speed. Hope to have recovered sufficiently to do the Fellsman the following weekend

I hope to get a few reports from competitors on the Primrose Well done Dan Willan & Ali Proctor on the win and a big thanks to all those who stood out all night to man those controls The Rover should be back up and running in time for G&PMCs Memorial Rally. And I am hoping to be right in time for the Fellsman.

I eventually went to the hospital on the Monday after the event to get checked over (the pain had got too much to stand). Have a few crushed discs in my backbone that just need to be rested. The Doctor who saw me at A & E asked how I had done the injury. I told her about the Rally. Turns out she is a bit of an enthusiast and does lots of stage rallies as doctor. Then tells me that my injury was self inflicted if I go out doing rallies at my age.

Grumpy Old Git



Part 2

Apologies (Again!)

It has started to get that every month now I am apologising to someone for another cock up in the previous months issue that I think I should have a page dedicated for them!

Last months cock up was in North West Racers and my apologies go to Luke Armiger, Rachel Bourne and Dave Williams.

In my rush to put it all together I put the wrong photo in the North West Racers article.

What you should have seen was this



Vauxhall Tigra of Luke Armiger

And what you got was the Photo below of Brandon Smith & Terry Martin at Three Sisters on the Roskirk Stages.



Simple mistake that anyone could make ! I can only put it down to plain stupidity on my part (*and maybe old age : I blame that for nearly everything these days*) and incompetence (*or should that be incontinence*)

Apologies Once Again AND Then

I went to the Clitheroe & DMC Clubnight on Tuesday the 31st of March. Got the Photos and then forgot to do the write up. Mind you, it was 11:30 pm when I got back home, so I left it until the Wednesday morning (day of publication) and then forgot all about it. **Sorry Chaps**

Paul Brereton

The 'Barrow Taxi'

1944 - 2014



**Still Missing Him
18th May 2014**



Ilkley Jubilee 2013

Out & About with Gemini Part 1

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 Rec-
reation 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 7th 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 each
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 within 14 days of the event.

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

Out & About with Gemini

Part 2

The New Extra MSA Radio Frequency:

As I'm sure you are all aware that the MSA have now acquired for us an extra Safety and Medical frequency. At first I had loads of emails asking what is the best option, I am now in a position to offer my suggestions.

PLEASE NOTE YOU DON'T HAVE TO GO WITH THIS IF YOU WANT TO DO YOUR OWN THING.

In 2003 TES a company in Leyland just down the road from me supplied us, and some other clubs I had recommended, some 150 Tait radios, they have advised me they would like to help.

See attached for all work and all new sets on offer.

Tait 2015 and Tait 2020 and any set more than 4 channels: Service and Reprogramming only needed.

The good news is that in 2003 the majority of us went for sets with more than 4 channels. The MSA deal have offered us up-to £40 plus Vat towards the cost. TES has come back with a price of £30 for getting our radio serviced and reprogrammed with the extra frequency. I have attached their estimate along with this. There is a charge of £18 for delivery but if you can get your sets to me this charge will be zero. This also applies to your hand held.

TES is happy to work with any radio not supplied by them for this work.

Tait 2010 and any set with up-to and including 4 channels:

If you have a set with only 4 channels your set will have to be replaced with a new one. The MSA is offering up to £200 plus vat towards this cost, I have shopped around and have found some cheap Chinese sets which some suppliers are offering and a cost of just under the £200 mark but I'm a bit weary and concerned over these and if it was me I would go for the Tait as it is just over this £200 cost, in fact just £21 for the Tait TMB8110, I have priced these else ware and this is the best price I have so far. Yes a brand new set for just £21.

From the list I have the Gemini Crews with Tait 2010 - 4 channel sets are:-

Gemini's 23, 31, 32, 39, 40, 41, 51, 55, 56, 63, 64, 65, - I am unsure of who in the team has other 4 channel sets. This also applies to your hand held.

The old 4 channel sets will have to be decommissioned and have all previous MSA channels removed, this is part of the deal. However I have asked that the first 4 RED open channels be programmed in so you can then use them as chat or for say positive reporting on stages.

The MSA deal, how it will work:

All work or new sets will have to be paid for at the time you collect your set from TES [or by me if this is the case to save the postage which I'm more than happy to do]. On completion of all work we need to fill in a application to the MSA Club Development Fund and to send this in by a registered MSA Motor Club [I have already sorted this]. A payment will be made to this club and then the money will be given to you in due course.

To make this work efficiently we need to get it sorted as soon as we can, it can't go on for month after month as the ones that's paid with have to wait till all have been done. As said if you want to do your own thing and ask a motor club for help please do so.

The NEW MSA Set-up and Red Channel Set up.

As some of the new radios on offer are only 10 channels, which I recommend you go for, along with considering how much we have used the 20 red channels [some call them the rainbow channels] I have suggested that we drop the toned ones and just have the 5 open frequencies giving us 9 channels in total, see my suggestion below.

MSA Ch 1	tone yes	- selcall yes [as before]
MSA Ch 2	tone yes	- selcall yes [as before]
MSA Ch 3	tone yes	- selcall yes [new]
MSA Ch 4	tone yes	- selcall yes [new]
RED Ch 5	tone no	- selcall no
BLUE Ch 6	tone no	- selcall no
ORANGE Ch 7	tone no	- selcall no
GREEN Ch 8	tone no	- selcall no
YELLOW Ch 9	tone no	- selcall no

This is the new recommended set-up for all Gemini radios including existing.

Inside the Industry with Paul Gilligan

Big New Car Sales in March

The industry heaved a collective sigh of relief when it was announced that March had resulted in a near record with almost half a million new cars *registered* (note I didn't say sold!) in the month to maintain over 6% growth against last year. Audi continued to be best of the prestige manufacturers with BMW and Mercedes fighting neck and neck now for second place. Land Rover were almost 30% up on last March as the new Discovery sports arrive and supply improves on Range Rovers and Sports, and Mini, Mazda and even Honda showed very useful growth. SEAT and Skoda are currently two of the biggest losers. SEAT have production problems on various models that aren't helping one bit.

However the truth may be not as rosy as the figures suggest. Note I say "registered" not "sold". It seems the level of registration of unsold cars to reach dealer and manufacturer targets was higher than ever, Also more widespread, with manufacturers who don't normally get involved in this practice joining in. Within days of the end of March my phone and inbox were busy with Fords, Vauxhalls, Fords and Fiats, but also Audis, BMWs and Jaguars. One large dealer group sent me a list of almost 50 Jaguar XFs at VERY impressive discounts, all delivery miles but registered March 31st. So bargains galore if you know where to look.

But Dealers Remain Unhappy

Within the 6% year on year growth rate it is fleet sales that are growing strongly, retail new car sales are actually down on last year, and it is on retail sales that dealers make their money. Dealers report retail demand has been weakening since late last year and continues to. Therefore a high volume of pre-registration is the only way that targets are being achieved. Dealers see the balance of power in their relationships with the manufacturer has very much shifted in favour of the latter, and there is little or nothing they can do about it. The winner of course is the customer, who can choose between a new car bargain from a dealer desperate to reach the monthly target that will earn that vital bonus, or a perhaps even cheaper pre-registered car a few weeks later.

Affinity Programmes

What you might ask are these? Well to put it simply yet another way to give a new car discount away. A manufacturer identifies a group of people that might contain a significant number of new car buyers and offers them an extra discount simply because of their membership of that group. Some are very logical, for example members of the National Farmers' Union get money off Land Rover Defenders, and members of the British Shooting Association discounts on Toyota Hilux Pick Ups.

Some are less understandable, except in the context of simply selling more cars. This week I've received a list from one manufacturer offering special deals to such diverse groups as:

Season Ticket Holders at Bournemouth AFC, Norwich City, or Warrington Wolves.

Employees of ASDA, Cleveland Police, Durham County Council, Edinburgh David Lloyd Health Club, Greater Glasgow NHS Trust, HM Prison Frankland (employees not "guests"), IKEA, Marstons Brewery and many more.

Members of Bangor Chamber of Commerce, Business Networking International, European Union of Women, Kent Police Sports Club, Round Table or Ladies Circle.

This is just a small selection, the list ran to hundreds!

How "Misleading" Are Official MPG Figures?

I've talked about this before. One of the biggest complaints from new car buyers is that the car won't remotely achieve the official mpg figures, often by a large margin. As discussed previously this is because the testing method that results in these figures is flawed and manipulated by the manufacturers. Now Which magazine has published the results of testing 200 new cars more rigorously, and have come up with the conclusion that on average consumption was 13% greater than the official figures. Only 3 of the 200 cars achieved the official figure or better.

The worst figures were for plug in hybrids where Which said that some mpgs were overstated by as much as 120%. However I think this unfair, because it depends totally on how much of the time the car is using electric power. I've supplied two hybrids in the last few months, both to owners who cover low miles with a commute to work of under 20 miles. Both drive to work on electric power, plug the car in, drive home after work on electric, plug the car in, and so on. While both complain that the range on electric power is less than claimed "Especially if you use luxuries like lights and wipers" said one, both are actually achieving over 200 mpg. Higher mileage users will achieve much less than the claimed figure, but they probably shouldn't be buying a hybrid anyway.

Hybrids apart the figures remain pretty shocking, but no surprise. In fact I'm surprised the average difference is only 13%, I always advise customers to use a 20% factor. An accurate and credible "Official" test is long overdue here.

Bugatti Veyron Reaches The End Of The Line

When the Bugatti Veyron was first shown in 2005 most pundits doubted it could ever be built. 1000 bhp, 250 mph in a road legal and road useable car? 0-60 2.5 seconds, 0-125 7.3 seconds. VW boss Ferdinand Piech (grandson of Ferry Porsche) proved them wrong. His critics badge him as a megalomaniac, which may have been a necessary characteristic to get this baby born. 450 have been sold in ten years at over £1M each (plus VAT!). VW have lost money on every one. The owners have to have deep pockets too, even after the purchase. A set of tyres (which don't last long if you USE the car) cost £17000. The wheels have to be changed with every 4th set of tyres, that's £45000. And on full throttle the 100 litre tank will empty after 8 minutes. That's a fuel cost of about £15 a minute.

Now the last Veyron, aptly tagged as "La Finale" has been proudly displayed at the Geneva Show. So that's it, or is it?

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Rumour has it that Dr. Piesch, who is due to retire in a couple of years at the age of 80, has the ambition to do it again. Only the next one will be quicker, 288mph this time. Speed costs the next one will be £2M. Not 1000 bhp, 1500 next time, 0-60 comes down to 2 seconds exactly. Deliveries are set to start in 2016, and Bugatti already have a queue even though they haven't officially confirmed the car yet.

No More Winter Tyres?

Michelin are claiming to have developed a tyre that handles cold and snowy roads like a winter tyre and behaves like a summer tyre in drier and warmer conditions. The technology comes from their Le Mans tyre development programme. The tyre features a very clever rubber compound mix, a special tread pattern, and while Michelin say the tyre is hardly an ideal track day choice for most owners it will do away with the cost of two sets of wheels and tyres. Sounds good?

Is Diesel Dead

For over 30 years now the proportion of Britain's new cars being diesel powered has increased. Technology has transformed the wheezy asthmatic offerings of the 1980s into the smooth quiet and powerful engines we now have available. Over a million new diesel powered cars were sold in the UK last year. Now concerns over air quality mean that local authorities are clamping down on diesel. Boris Johnston has announced that the London Congestion Charge area will become an Ultra Low Emission Zone (ULEZ) in September 2020. Any diesel car that doesn't meet Euro 6 emission regulations Mandatory from this September, will be charged another £12.50 on top of whatever the Congestion Charge is then, so the total will be at least £24. The London borough of Islington now charges an extra £96 a year for a Resident's Parking permit if your car is diesel, even Euro 6 diesel.

As an aside, I wonder what happens to all that money?

What the authorities are trying to do is cut the emissions of Nitrogen Dioxide (NO2). Transport For London claims that diesel cars will by 2020 account for 18% of the city's NO2 emissions, petrol cars only 3%. However it isn't that simple. While diesel NO₂ emissions are higher, because their fuel consumption is lower CO2 emissions are about 20% less than petrol on average. Without a significant proportion of cars being diesel there is no chance of the UK hitting its agreed CO2 target.

So new car buyers need to make a careful choice. Certainly a Euro 5 diesel doesn't look a good idea. Diesel residual values are already sliding, and cars that aren't Euro 6 may be very difficult to sell in a few years time. At current depreciation rates it's reckoned only people covering over 14000 miles a year save money by buying diesel, that figure could rise considerably soon.

British Sports Car Makers On A Roll

Whilst Bentley are still keeping their luxury SUV under wraps at Geneva they showed their "design study" Bentley Six. In essence a smaller and much sportier version of the Bentley GT. Looks stunning, 600 bhp, 200 mph, 0-60 3.8 seconds. There seems little doubt it will be in production soon. Having seen what M Sport can do with the GT, this smaller lighter car should be a winner on the circuits to once the Dovenby magic has been applied.

Meanwhile Aston Martin are testing their DB11 to be launched next year. Aston's technical partnership with Mercedes means AMG's bi turbo 4 litre V8 is available as well as the venerable V12, and perhaps more important the car will have Merc's electronics to drag Aston's infotainment system into the modern era. The car should be shown at Geneva next year.

Finally McLaren's road car division seems to be doing a bit better than their F1 department. They are busy readying the "entry level" 570 S model. Entry level because it's only £143000. It seems a positive bargain when compared to the existing McLaren 650S. That's £195k, does 207 mph and 0-60 in 3.0 seconds. Spend £50k less and your 570S will be 3 mph slower flat out and 0.2 seconds slower to 60. McLaren says they won't compete because the cheaper one is a sports car, the dearer a supercar?

F1 Whinge

Once again I'm going to stray into motor sport territory. Because I'm VERY angry. I'm still an avowed F1 fan. Rarely miss watching a race live, F1 is pretty well the only reason I pay Sky TV an excessive amount of money every month. Like many I've watched aghast as the French and German GPs have disappeared to be replaced by a clinical track with empty grandstands in some far flung outpost where the people know or care little about F1, but the government wants the glory and publicity a Grand Prix brings, and is prepared to pay whatever Bernie asks for the privilege.

Now however the vertically challenged billionaire has gone too far. He proposes to next year replace the Italian GP with a new one in Baku in Azerbaijan. No I hadn't heard of the place either. It's a former Soviet state with lots of oil and a dreadful human rights record. And no motor sport heritage as far as I can see. But that combination works for Bernie in Bahrain so why not?

I've been lucky enough to go to Monza for the GP on three occasions in all. The place is pure magic, it has an atmosphere that is absolutely unique and the quality of the early autumn light through the trees just...special. And then there are the Tifosi, a million times more enthusiastic and knowledgeable about F1 in general and their beloved Ferraris in particular than anyone in Baku I'll bet.

Bernie says the Italian GP is "financially a disaster and Baku will be "a great replacement". Great for his bank balance perhaps, but not for anything else. If he ditches Monza, that's it. I'm out. People say watching snooker is quite exciting, perhaps that's the answer?

Paul Gilligan

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Scottish Review implementation project under way at the MSA

Following the publication of the Motorsport Event Safety Review (MESR) in January the MSA has held detailed discussions with the Scottish Government and the Forestry Commission, while also holding forum-style 'road shows' around the country.

Implementation of the MESR's recommendations is now under way, with key objectives defined and anticipated timescales set for a project designed to further improve the safety of UK stage rallies and help ensure a future for the sport.

The MESR was established by the Scottish Government following the tragic events of the 2014 Jim Clark Rally. It presented 29 recommendations, which the MSA has committed to implementing in a staged manner over the next two years. These recommendations are outlined here: www.msauk.org/assets/mesrrecs.pdf

The implementation project has been sanctioned by MSA Chief Executive Rob Jones, with details provided to the Scottish Sports Minister. Senior MSA Executives, including Rallies Executive Ian Davis, Technical Director John Symes and Director of Training & Education Allan Dean- Lewis, have individual departmental responsibility and the project is being managed overall by Scottish Government civil servant Jacqueline Campbell, who has been seconded to the MSA.

While changes are already being made the whole project will take until 2017 to complete, as some issues will take longer to implement than others. The next key step will be the publication of rally safety requirements for 2015, which will apply across the UK from June this year; Scottish multi-venue rallies are already working with the Safety Delegate to comply.

Jones said: "Implementing the recommendations of the MESR is one of the most important projects ever undertaken by the MSA. It is a huge project requiring significant resourcing but it is absolutely vital for the future of stage rallying in the UK. In fact this is not just a matter for British motor sport; the eyes of international motor sport and in particular the FIA are upon us – once again the UK is paving the way for others to follow as we seek to learn from the past to create a stronger future.

"Implementing the recommendations of the MESR is one of the most important projects ever undertaken by the MSA"

"Of course, we cannot hope to do this alone and while the MESR has divided opinion in some quarters of the UK motor sport community, I am delighted that overall the majority of stakeholders are firmly behind us. With their support, whether they are competitors, volunteers, organisers or the media, I am sure that we can succeed and ensure the long-term future of one of the cornerstones of UK motor sports."

Closed road motor sport steps closer to reality

In a huge boost for British motor sports, new primary legislation facilitating closed road-events on mainland Britain has been approved by the government.

The Deregulation Bill achieved Royal Assent last month (26 March). It contains a framework for running motor sports on closed public roads without needing a costly Act of Parliament to suspend the Road Traffic Act for each event.

This news is the culmination of a long campaign by the Motor Sports Association that began before the last General Election in 2010. Since then MPs have been targeted with information to demonstrate the potential value of motor sport events to local communities. There has been cross-party support for the campaign and the required legislation.

"This landmark development is the result of a lot of hard work by a small handful of people behind the scenes, with vital backing from thousands of supporters within the British motor sport community," said Rob Jones, MSA Chief Executive.

"In particular we must recognise the invaluable contributions of both the Rt Hon Ken Clarke, the Minister responsible for driving the legislation, and Ben Wallace MP, who has relentlessly championed the cause of motor sport within Westminster these past five years and kept the pressure on his colleagues when necessary. I would also like to thank all those who have lent their backing, whether by responding to consultation, writing to their MP or simply by voicing their support."

"This landmark development is the result of a lot of hard work, with vital backing from thousands of supporters within the British motor sport community"

Before the primary legislation can become available to event organisers, secondary legislation – in the form of a statutory instrument detailing the enabling powers – is required. The MSA will work closely with the relevant stakeholders to achieve this as soon as possible following the General Election in May.



Opportunity knocks for Britain's brightest motor sport prospects



Almost 100 applications for an exciting new RX Talent Search initiative have already been received from potential rallycross stars.

The MSA has teamed up with FIA World Rallycross Championship promoter IMG and FirstCorner – the company behind RX Lites – to give one rising British star an incredible introduction to top level rallycross. The scheme will reward one promising young talent with a fully funded drive in Turkey's round of the RX Lites Cup at Istanbul on 3-4 October. The initiative is also supported by Lydden Hill.

Robert Reid, MSA Performance Director, said: "I'm sure we will get some very interesting candidates putting their names forward for Lydden and I'm even more confident that the highly commendable RX Talent Search will produce a very worthy victor – who knows, perhaps even a future British world champion!"

The RX Talent Search is open to anyone aged 18 to 30 (born between 1 January 1985 and 31 December 1997) who either holds or is eligible to hold an FIA International 'C' Off-Road or Race competition licence. Those eligible can put themselves forward for consideration by completing a simple form. From these applicants, 10-12 finalists will be invited to attend an evaluation at Lydden Hill on Thursday 21 May, ahead of the FIA Motorsport News World RX of Great Britain (22-24 May). The most impressive performer on the evaluation day will win the incredible prize drive at World RX of Turkey, where RX Lites is a supporting event.

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.

Regulations for consultation

To have your say on the latest proposed rule changes affecting UK motor sports, visit www.msauk.org/regulations

ROPS issues

These two images (below) show a car presented for scrutineering at a Rallycross event. Regulations for Rallycross require twin door bars on all cars (see MSA Yearbook (N)6.12.1.). The competitor's attempt to meet the regulations is totally unacceptable.

It is difficult to be sure from these images but the connection to the front hoop appears to be part of an exhaust clamp, which is not acceptable. Drilling a hole in the front hoop is not covered by regulations but on grounds of general safety is not acceptable unless a suitable bush is welded into the tube.

For the connection to the main hoop, a tube with a piece of folded sheet metal has been inserted in the end of the upper door bar but whether it is welded to the doorbar is unclear. A U-bolt going round the original door bar is then used to pass through the folded section of the sheet metal, so as to clamp on top of the lower door bar. The entire arrangement is clearly outside of the regulations and totally unacceptable.



Fire extinguisher & external circuit breaker identification

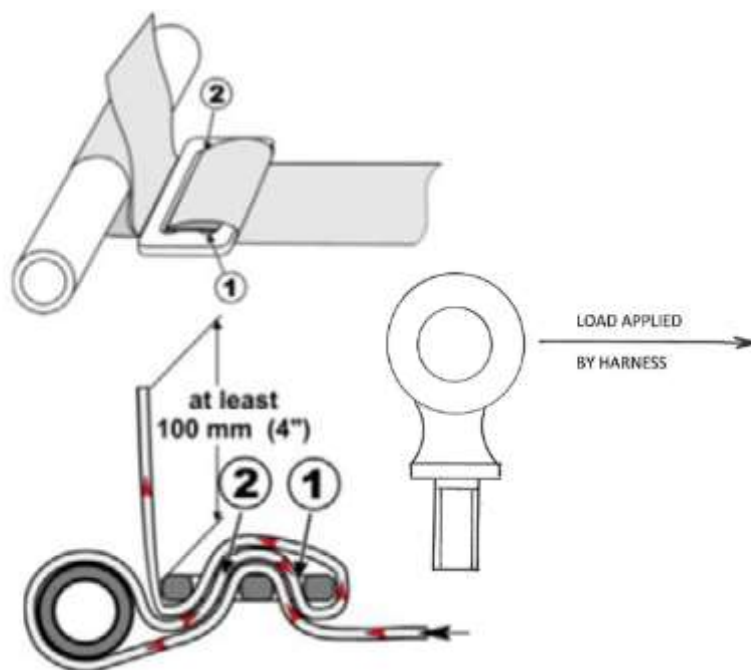
Identification requirements are detailed in (K)3.2.2. for extinguishers and in (K)8.5. for the circuit breaker.

Within (K)3.2.2. it is specified that the two points must be close to each other and in (K)8.2. it sets out that for saloons the trigger point be located at the base of the windscreen (preferably driver's side) or below the rear window. Note alternative requirements for open cars (K8.3.) and period A-E (K8.4.).

If trigger points are mounted below the rear window, they need to be just below the rear window, i.e. in an equivalent position to the scuttle panel just below the windscreen. Mounting the trigger points on the back panel of a three box saloon or below the tailgate on a hatchback is not acceptable. Please make sure that the identification is placed so that it is clear which trigger point it relates to. Both can be combined into one unit, in which case the sole trigger point should be located between the two ID signs. There is no requirement for signs that indicate the means of operation and generally it is self-evident if it is a pull-handle or a push-button. If it is not self-evident, then label the point appropriately.

Harness termination

Lock 3-bar



There are a number of ways to attach harness straps to the structure of a car. One is to wrap the harness webbing around a harness bar incorporated into the ROPS (requirements as per (K)1.3.9.) and secure it using a three bar adjuster. For the arrangement to be secure, the loose end of the webbing has to be passed back under the adjuster bar nearest the tube, as demonstrated in the two diagrams, kindly supplied by Simpson. Similar adjusters are also used where termination of the webbing is made using a plate bolted to the car structure, or hooked onto an eye bolt.

Note the advice of FIA and MSA regulations – and harness manufacturers – that any mounting bolt (including eye bolts) should preferably work in shearing stress and should be orientated to be loaded as shown above.

Fake BSI labels

The MSA Technical Department is aware that fake BSI helmet standard labels have been offered for sale, seemingly printed with any serial number required. BSI has been made aware of this situation and scrutineers have also been advised. Any helmet found with a fake BSI label at an MSA-permitted meeting may be impounded, in accordance with regulations.

Car Trial passenger rules

Car Trial event organisers have been granted the power to make passenger carrying optional. The relevant MSA Yearbook regulation – (T)4.1. – is now italicised, meaning that this rule can be changed in an event's Supplementary Regulations (SRs). Furthermore, administrators of both the MSA and BTRDA Car Trial Championships are actively encouraging organisers of championship rounds to give competitors the choice of whether or not to use a passenger. The competitor's choice will need to be indicated at the signing on process and maintained throughout the competition.

Lewis Hamilton cruises to Chinese Grand Prix victory

Lewis Hamilton took a controlled victory for Mercedes in the Chinese Grand Prix as the Ferrari revival was stopped in its tracks in Shanghai. The British world champion drove with pace in hand, unleashing his potential only when needed around the pit stops. Nico Rosberg was second and later accused team-mate Hamilton of trying to back him up into the chasing Sebastain Vettel - a claim Hamilton denied. Ferrari's Vettel and Kimi Raikkonen were third and fourth respectively.

They were able to stay in touch because Mercedes were managing tyres, while Williams's Felipe Massa and Valtteri Bottas finished fifth and six.

The pre-race debate had all been about whether Ferrari's lighter tyre usage could enable them to overcome the better speed of the Mercedes, as it had when Germany's Vettel won in Malaysia. But Mercedes, with Hamilton and Rosberg converting their front-row grid positions into first and second places at the start, were comfortable at the front. Hamilton drove only fast enough to keep the Ferraris at arm's length while eking out the required stint lengths to match the Italian team's two-stop strategy.

His superiority was underlined as he neared each of his two stops, when Hamilton suddenly unleashed laps more than half a second clear of anyone else, including Rosberg.

His second victory in three races this season - and his eighth in 10 grands prix dating back to Italy in September last year - extended his championship lead to 13 points over Vettel, whose advantage over Rosberg was cut to four. In the final stint, with comfortable gaps now established between the three leaders, Vettel was left to keep an eye on team-mate Raikkonen as he slowly closed in on the German, the Finn putting in a strong performance in his first clean race of the season.

The race, held in warm sunshine in front of busy grandstands indicating China's growing interest in F1, was not great entertainment, the tension removed once it became clear Mercedes could control their tyres well enough to do the same to the race. But it did suggest that a theme is developing in this 2015 season - the Mercedes remains comfortably the fastest car, but Ferrari's better tyre usage will enable them to challenge and keep the champions on their toes. Behind the leading two teams, Williams were comfortably best of the rest, ahead of a frenetic midfield battle between the Lotus, Sauber and Toro Rosso teams.

Lotus's Pastor Maldonado was leading it for much of the race, only to wreck his chances with two spins - the first on his way into the pits for his second stop on lap 39 and the second at Turn Six, dropping him way back.

That promoted the Venezuelan's French team-mate Romain Grosjean to seventh. The Toro Rosso of the increasingly impressive 17-year-old Dutchman Max Verstappen was heading for eighth only to retire with a locked rear axle on the pit straight with three laps to go, bringing out the safety car until the end the race.

It was a great shame for Verstappen, who had pulled some impressive passing moves - lunging late but clean down the inside of Sauber's Marcus Ericsson into the hairpin at the end of the long back straight early in the race and doing the same at Turn Six on Force India's Sergio Perez later.

Verstappen's performance enhanced the growing impression that he is a major star of the future, despite his youth. The Sauber of Felipe Nasr inherited eighth, ahead of the Red Bull of Daniel Ricciardo, who recovered from a poor start that had him down to 13th place from eighth on the grid at the start, and the second Sauber of Marcus Ericsson. Both McLarens finished the race for the first time in their new era with Honda engines, with Fernando Alonso edging Jenson Button as they pursued different tyre strategies.

Alonso led the Briton early on as they fought to pass the struggling Red Bull of Daniil Kvyat. Button regained the advantage by sticking with the faster soft tyres for the middle stint while the Spaniard switched to the mediums. Then the advantage passed back to Alonso as he switched to the softs in the final stint, which the two-time champion started with a 15-second deficit. With his team-mate closing in, Button found himself in a frantic tussle with Maldonado's Lotus, which aided Alonso's attempts to close up on the faster tyre. The Spaniard was poised to pass both when the battle ended in drama as Button hit Maldonado from behind on the entry to Turn One and they both spun off.

Button called the incident a "misjudgement" and was penalised five seconds by race officials, dropping him to 14th place, as well as having points put on his supercilience.

Alonso ended up 12th, behind Force India's Sergio Perez, while Button, with a damaged front wing, limped home in 13th as Maldonado retired with brake failure.



Lewis Hamilton cruises to Bahrain GP win

Lewis Hamilton took a controlled win in the Bahrain Grand Prix as team-mate Nico Rosberg was beaten for second by Ferrari's Kimi Raikkonen. Hamilton led from the start and was always in control as he took his third victory in four races this season.

Rosberg battled both Ferraris during the race and lost second to Raikkonen after an error with two laps to go.

Ferrari's Sebastian Vettel wrecked his podium chances by going off track and damaging his car while racing Rosberg.

Raikkonen, who nipped past Rosberg at the start of the penultimate lap when the German ran too deep into Turn One, put in an impressive drive on an alternative tyre strategy to move up from fourth place on the grid.

But Hamilton was out of touch at the front under the lights at the Sakhir track on a windy desert night.

Mercedes had expected a challenge from Ferrari during the race but Hamilton, after covering pole position into a lead at the first corner, was always in control as he set about building a lead while also protecting his tyres.

Rosberg, meanwhile, dropped to fourth at the start from third place on the grid but set about quickly dispatching the Ferraris, passing Raikkonen on lap four and Vettel four laps later.

Hamilton was nearly six seconds clear of Rosberg and a further two ahead of Vettel when the lead Ferrari made its first pit stop on lap 13. Mercedes had to respond with Rosberg, but still failed to prevent Vettel getting back into second. Rosberg, though, passed Vettel to take second again at the start of the next lap.

The two laps between Vettel's first stop and Hamilton's meant that the world champion rejoined the track with Rosberg and Vettel right behind him, prompting Hamilton to ask: "What happened to my lead?"

The answer was that fresh rubber had allowed Rosberg and Vettel to make up time - known as the 'undercut'.

After that, Hamilton again steadily built his lead until his second pit stops, this time stopping him first to ensure there was no threat from behind.

Ferrari again 'undercut' Rosberg with Vettel, stopping two laps earlier, putting the four-time champion back into second.

But Rosberg rejoined right behind Vettel and, under pressure, the Ferrari driver ran wide at the last corner, making Rosberg's pass easy.

The incident damaged Vettel's front wing and he had to stop on the next lap for a new one, putting him into fifth place behind Williams's Valtteri Bottas.

Rosberg's attention now switched to Raikkonen, who had run in the middle stint the 'medium' tyre that Mercedes saved for the end of the race, preferring to do their first two stints on the 'soft'.

Raikkonen drove a strong middle stint on the slower tyre, holding the gap to Hamilton and was five seconds ahead when he made his final stop on lap 40.

He rejoined with a 15-second deficit to Rosberg and 17 laps to go on the faster 'soft' tyre.

He was just over a second behind Rosberg as they entered the penultimate lap and the German made a mistake under pressure, allowing Raikkonen to pass him on the exit of the first corner.

The error was influenced by problems with the Mercedes' brakes in the closing laps, which were also affecting Hamilton.

Behind the top three, Bottas managed to hold off Vettel for fourth despite heavy pressure in the closing laps.

Red Bull's Daniel Ricciardo took sixth despite his engine exploding as he headed for the finish line, ahead of the Lotus of Romain Grosjean and Force India's Sergio Perez.

The final two points places were taken by Red Bull's Daniil Kvyat, who drove well to rise up from 17th on the grid, and the Williams of Felipe Massa, whose car lacked downforce as a result of damage sustained in a collision with Lotus's Pastor Maldonado on the first lap and slipped slowly backwards in the closing laps.

Fernando Alonso just missed out on McLaren-Honda's first points with 11th place, fending off Felipe Nasr's Sauber in the closing laps.





Kris Meeke scored his maiden WRC victory at XION Rally Argentina to become the first British driver to win a world rally since 2002.

The Northern Irishman headed Citroën team-mate Mads Østberg by 18.1sec as the French manufacturer claimed its first 1-2 finish for almost three years. Elfyn Evans completed a great day for Britain by taking his first WRC podium.

The late Colin McRae was the last British winner at Kenya's Safari Rally and mentored 35-year-old Meeke through the early part of his career. He led the four-day gravel rally for all but a handful of kilometres in his DS 3, ending a torrid start to the season in which he crashed in the first three rounds.

He ended the first leg with more than a minute's lead and measured his pace over incredibly rocky conditions which sidelined many frontrunners to finally reach the top step of the podium on his 58th start. Østberg fought a fever and an early engine problem to secure his second consecutive runners-up spot. He climbed to second in the championship standings behind Sébastien Ogier (bottom), who finished a lowly 17th after fuel injection issues.

Evans survived final stage suspension problems in his Ford Fiesta RS to finish 3min 27.4sec behind Meeke, conceding a minute as he nursed the car through the test. It was a fitting farewell for the current Fiesta RS, which will be replaced by a new evolution at the next round. Czech driver Martin Prokop matched a career-best fourth in another Fiesta RS while Dani Sordo recovered from the electrical problem which stopped him last night to overhaul Khalid Al Qassimi for sixth in the final stage.

WRC 2 winner Abdulaziz Al-Kuwari, Diego Dominguez, Gustavo Saba and Federico Villagra completed the leaderboard.

There were just two stages in today's final leg, but the famous roads of El Condor provided a sting in the tail to a gruelling weekend.

Jari-Matti Latvala retired from third with fuel supply problems in his Volkswagen Polo R during the first pass of the test. Team-mate Andreas Mikkelsen and fourth-placed Thierry Neuville both crashed out after hitting the same rock in the repeat run.



2015 NESCR0 Classic Challenge

www.nescro.co.uk



The Challenge..... are based on an Index of Performance.

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

2015 NESCR0 Targa Challenge

As has been noticed over the last two years there is a fairly good interest in the Targa Rally events that are included in the Historic rallies that have run in the NESCR0 Challenge. Therefore in 2015 NESCR0 are introducing The Targa Challenge for the more modern vehicle, basically all prepared to road-rally specification.

The Challenge is not a Championship (awards cannot be presented), so the Challenge is just for fun, see how you can perform against your class rivals. Scores from 5 of the events will be used in the calculations.

2nd / 3rd May

Berwick Classic

Berwick & District MC Ltd

www.berwickmotorclub.co.uk

Berwick upon Tweed / Whitekirk

Stuart Bankier 01289 382025

stuart@sbankier.wanadoo.co.uk

14th June

Great Glen Rally

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www.highlandcarclub.co.uk

Fort Augustus / Inverness

Dave Spence

Dave.spence47@btinternet.com

14th June

Shaw Trophy

Whickham & District MC

www.wdmc.org.uk

Ronnie Roughead 0191 4886332.

r.roughead@btinternet.com

29th June

Lake District Classic

Wigton Motor Club Ltd

www.wigtonmc.co.uk

Ron Palmer 01228 575153

ronpalmer777@hotmail.com

David Agnew 01946 841455

davidwagnew@aol.com

18th July

Summer Lanes Rally

Queens University (Belfast) MC

www.motor.club.qub.ac.uk

Barnscourt, Northern Ireland

Clifford Auld 07713855692.

hungryauld@btinternet.com

9th August

St Wilfrid's Classic Rally

Ripon Motorsport Club

www.riponmotorsportclub.co.uk

Sam Wainright

info@riponmotorsportclub.co.uk

6th Sept

Durham Dales Classic

Durham Automobile Club

www.durhamautoclub.org.uk

Nissan, County Durham

Lindsay Burnip

poshbirdincontrol@sky.com

20th Sept

Doonhamer Classic Rally

South of Scotland CC

www.soscc.co.uk

Roland Proudlock 07824 847383

rolandproudlock@annandalefinancial.co.uk

4th October

Devils Own

Kirkby Lonsdale MC

www.klmc.org.uk

Kirkby Lonsdale, Cumbria

Mike Kirk 01539 728832

MIKEKIRKRALLYING@aol.com

18th October

Solway Classic Weekend

Wigton Motor Club Ltd

www.wigtonmc.co.uk

Graeme Forrester 01900 825642

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

Doonhammer 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

Wigton Motor Club Ltd
Cumbria Classic
& Motorsport Show
Sunday, August 23rd



at
Dalemain House
Near Ullswater
On the A592

The twenty seventh **Cumbria Classic Weekend** which this year takes place over the weekend of August 22nd/23rd. We are repeating our successful format with a package of two events, which we hope will encourage you to stay in the Lake District and in the beautiful district of Eden in particular.

The Rose and Thistle Tour takes place on Saturday and visits some of the most interesting roads in England and Scotland. Sunday sees the **Cumbria Classic Car Show** staged in the spectacular setting of Dalemain House by Ullswater. Dalemain has featured in a number of TV series and films in recent years.

We are again on a much larger area of the parkland which will allow us more room for displays and better movement around the show as it continues to expand. As well as the usual club stands, autojumble, and hundreds of cars we will have arena action, autotests, motorsport display, children's rides, a trade area, craft stalls, entertainment and toy and produce stalls.

We continue to expand the number of classes and we cover modified modern cars as well as the classics. This year we are also having a **"Cars For Sale"** area. This will cost £10 per car and include the occupant's admission. During the afternoon the sale cars will be invited into the arena to promote the sale.

This year we are having a number of feature displays: Mercedes, MGA and Bentley

You can enter either as part of a Club display, or on one of the special classes. During the afternoon the featured cars will be invited into the arena for a special display.

The £3 entry fee will give you two admissions to the show, the Dalemain grounds, gardens and exhibitions, a superb limited edition attendance award to a total worth of £24!! **This year Wigton MC members will be able to enter their car free of charge as long as they quote their membership number.**

Club entries are made on the Club entry form which is on the website. www.wigtonmc.co.uk



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 !



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
- 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

Regulations & Entry Forms can be downloaded at:-

www.wiganmotorclub.org.uk

Closing date for entries: Thursday 8th. May 2015.



Saturday 27th 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 27th 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 or the Entries Secretary, Anwen Mountford at entries@cheshireplains tour.co.uk Ends.

For immediate release 26/2/2015.

For more information contact:

Phil Bateman 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 from the beginning of April

Keith Frecker Memorial Weeton Stages Sunday 7th June

Welcome to what will be the 16th running of our rally at Weeton. After the disappointment of having to cancel our 2014 event the club have taken numerous initiatives to ensure the 2015 event runs with a good entry, supported by crews who ran in our 2015 event at 3 Sisters and therefore have the benefit of a discounted entry. We are also delighted to welcome the Junior 1000 Rally Competitors who will be running alongside the 'senior' rally, which also sees the return of the event as a qualifying round of the SD34 MSG Championships. As usual we aim to provide a no nonsense event run by competitors for competitors utilising the smoother parts of Weeton camp.

On behalf of the organising team from Blackpool South Shore Motor Club, we wish all competitors an enjoyable day's motorsport.

Mark Hothersall:- Clerk Of Course.

Link to club website which has the links to both junior and senior regs, entry form and unseeded entry list

You will only appear on the unseeded list once you have sent payment, please remember to put your name on the bank transfer reference or the cheque

www.bssmc.club/bssmc/index-2.html

**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.

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

Morecambe Car Club

17th May

Regent Motors AUTOTEST

Middleton Rd. Ind. Est.

(Old ICI Site)

Heysham

Contact John : 07824-991845

25/26th July 2015,

The Morecambe Rally,

contact Danny Cowell

24/25th October 2015,

The "Illuminations" Rally,

contact Derek Shepherd

dereksshepherd12@btinternet.com

Tickets On Sale NOW!!

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



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

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

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

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

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

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

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

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



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



NEWCASTLE

BLACKPOOL

THE 14th RALLY OF THE TESTS

5th - 8th November 2015

WWW.HFROEVENTS.FU



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 Quay-side 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

or look at the events page on motor club's web site
www.berwickmotorclub.co.uk

Dave & Julie Harwood at



Road & Stage Motorsport Ltd.
Whitegate,
White Lund Industrial Estate,
Morecambe.

Happy to help with all your rally needs.
Just call or Telephone,
You are always welcome.
Tel: 01524 844066
www.rsmmotorsport.co.uk

DOES YOUR EVENT REQUIRE RADIO SAFETY CREWS

Contact

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Bill Wilmer 07973-830705
w.wilmer@btinternet.com
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Sales - **sales@adgespeed.co.uk**

Duncan Littler

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Anglesey,
Gwynedd. LL61 6YL

Tel: 01248 430015, Mob: 07740 179619
e-mail: postmaster@dtlittler.f9.co.uk

Barbon Hillclimb

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

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



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Tel. 015242 - 62105



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THE HUNTSMAN RALLY SATURDAY JULY 4TH 2015.

Carlton and district motor club.

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

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

Devizes & D M C Myotis Rally

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

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

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

To give you some idea what we have planned, the event is likely to finish at 1:00am on Easter Sunday, thus, not an 'all-nighter'. There is likely to be a supper halt in the Chippenham area before embarking on the navigational rally. It all looks exciting and we hope that you will appreciate our considerable endeavours to provide you with a challenge that will still incorporate a good proportion of the principles of previous events.

Competitors - We hope to see crews from previous Myotis Rally's come out to compete again. Regulations should be available at the beginning of February 2015. Keep your eyes on the forum and our website [www.ddmc.co.uk] for more details. We will make a new posting under the name of the revised event when we can tell you more details.

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

www.ddmc.co.uk

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

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

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

Date	Organising Club	Event Title	Entries Close at 8pm
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



ALTRATECH061 ROAD RALLY 9th May

It is with delight that we announce the 2015 Altratech 061 Road Rally...

We are once again pleased to have Pete & Dylan from Altratech on board as Event Sponsor.

Entries are now open at

www.061roadrally.co.uk, we have kept the entry fee at the same price as last year.

If you are unable to enter this year, but are able to marshal - please contact our Staffing Officer, Ken Wilkinson on staffing@061roadrally.co.uk

If you have any questions, please don't hesitate Mark Wilkinson on secretary@061roadrally.co.uk

Loughborough Car Club THE METRIC SERVICES EASYLARITY RALLY Sunday 17th May 2015

With continued support from our sponsors Metric Services. Loughborough Car Club (LoCC) will organise two daytime regularity rallies One a Clubmans' Historic Road Rally (HRR) and the second a Clubmans' Navigational Road Rally. (NRR) For a maximum of 30 cars on the HRR and 15 cars on the NRR, on Sunday 18th May 2014, to start and finish at The Golden Fleece, Main Rd, Upper Broughton, Melton Mowbray LE14 3BG
Email:- easylarity@loughboroughcarclub.co.uk

Carlton & District motor club THE HUNTSMAN RALLY SATURDAY 4TH JULY 2015

- Daylight navigational rally with special tests
 - Open to historic, modern, and clubman cars [trip permit]
 - A round of the HRCR Premier championship
 - Seperate class for Endurance cars
 - Based in the East Midlands
[near Donington race circuit]
 - Smooth test venues
 - As usual supporting the local air ambulance
- Entry fee less than £100
Early enquiries to Secretary of the meeting
vince.cdm@gmail.com
077 998 02107 [text and I'll ring you back]
Details at www.carltondmc.co.uk

THE GARSTANG AND PRESTON MC Memorial Rally 13th /14th JUNE 2015



This year we are running a 95% tarmac, all map reference event on maps 97,98, 102 and 103. The event will again be a fast flowing challenge to both driver and navigator following the same format that has seen the event grow over the past few years. Sump guards are recommended for the more competitive driver but all roads used have been traversed using a standard road going vehicle. All competitors are welcome, and we are pleased to continue our association with SD34, ANWCC, and ANCC Championship.

The Memorial Road Rally is dedicated to the memory of Gordon Musgrave, Peter Duckworth and Paul Coombes who have been instrumental in the development of this popular Northern Road Rally aimed at giving competitors a no nonsense entertaining nights sport and the current organisers are pleased and proud to carry on with the tradition and to be voted best SD34 round in 2010 is a fitting tribute to the work put in by these individuals
The Club wishes all competitors and marshals an enjoyable and safe nights sport.

Regs : www.gpmc.org.uk

Yesterday a friend of mine had an appointment to see the urologist for a prostate exam. Of course I was a bit on edge because all my friends have either gone under the knife or had those pellets implanted.

The waiting room was filled with patients.

As I approached the receptionist's desk, I noticed that the receptionist was a large unfriendly woman who looked like a Sumo wrestler.

I gave her my name.

In a very loud voice, the receptionist said,

"YES, I HAVE YOUR NAME HERE;
YOU WANT TO SEE THE DOCTOR ABOUT IMPOTENCE, RIGHT?"

All the patients in the waiting room snapped their heads around to look at me, a now very embarrassed man.

But as usual, I recovered quickly, and in an equally loud voice replied,

NO, I'VE COME TO INQUIRE ABOUT A SEX CHANGE OPERATION, BUT I DON'T WANT THE SAME DOCTOR THAT DID YOURS.

The room erupted in applause!

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

Kirkby Lonsdale MC Devils Own Classic & Targa Rally 4th of October

**Clitheroe
& District
Motor Club**



Sunday 7th June

Myerscough College Open Day

AUTOTEST / PCA

Regs : www.cdmconline.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

29th – 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.



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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

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



www.retro-speed.co.uk

**Classic car and classic motorsport
magazine on-line.**

Daily updates and images from the world of historic motorsport, classic rally news, motor racing, hill climbs, car trials, classic car shows and major classic car and automobilia auctions.

Acknowledgements

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

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

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

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

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Gareth Adams 'Marshalling Post'	
Paul Gilligan 'Inside the Industry'	
Paul Commons : Paul Commons Motor Sport	
Dan Hurst DRH Photography	
Duncan Littler Speed Sports Photography	
Arron + Stuart + Lynn Newby of TEGSport,	

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

& 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 July 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

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**

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

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